# THE PRESIDENT'S PAGE

COMMERCIAL CAR JOURNAL

PHILADELPHIA PENNA.
NOVEMBER, 1932 VOL. XLIV, No. 3

**The Greatest Challenge in 1933 to every manufacturer, sales executive and salesman is the fact that two out of every five trucks have no place on the road today. Return to the crusading spirit of 1909-14 will meet this challenge**

By

Robert F Black

President and General Sales Manager
Brockway Motor Truck Corp.

TO any interested observer driving over the highways and through our cities, it is evident that there are a tremendous number of obsolete and unsafe motor trucks in operation. The shrinkage of almost 50 per cent in registrations for the first nine months of this year, as compared to 1931, is further evidence that normal replacement is not being made. On a number of recent motor trips in various parts of the country, it was the writer's observation that two out of every five trucks we passed had no place on the road. Not only were they unsightly and unsafe, but we know they must be extremely uneconomical in operation for their owners. No small part of the prejudice, which we have to admit is held by the motoring public against motor trucks, is due to these vehicles.

While a return to something approaching what we used to call "normal" in our industry will depend, of course, to a certain extent on the turn of the economic cycle, there is no question that this return can be hastened by the application of sound principles of salesmanship, not only on the part of the manufacturers, but in a large measure by the breathing of a new spirit into the individual salesmen who are—or should be—in daily contact with the owners of these obsolete vehicles. An old friend, in an allied line, whose work brings him in contact with the sales forces of truck branches and dealers, tells me that at no time since the inception of the industry have the morale and the spirit been at such a low ebb—and at no time in his experience has he seen so little being done to improve it.

Those of us who were a part of the truck industry from its earliest days will remember the crusading spirit with which the original truck salesmen attacked the battle against the horse and mule. All of us had the cost of oats and hay, shoeing of horses, blacksmithing of wagons, limits of operation, etc., at our finger tips. We all knew, from our own experience in demonstrating and riding the truck, just what it could be expected to perform; and with spirit and enthusiasm, backed with actual knowledge of every individual prospect's problem, we were enabled to batter down, step-by-step, the prejudice against the new thing, and lay the foundation for an industry which had only begun to come into its own at the time of the war. The easy money that followed, with only a slight break in 1921, softened everyone up and, with a few notable exceptions, our sales forces degenerated into a group of order takers.

Manufacturers were equally at fault and gave very little intelligent direction to training and stabilizing this new sales craft. The evolutionary developments in design of the last few years, with the introduction of the multi-cylinder, pneumatic tires, four-wheel brakes, tractor and trailer, and six-wheel operation, which made possible a longer radius of profitable truck use, were taken as a matter of course. When the cycle swung to the down-

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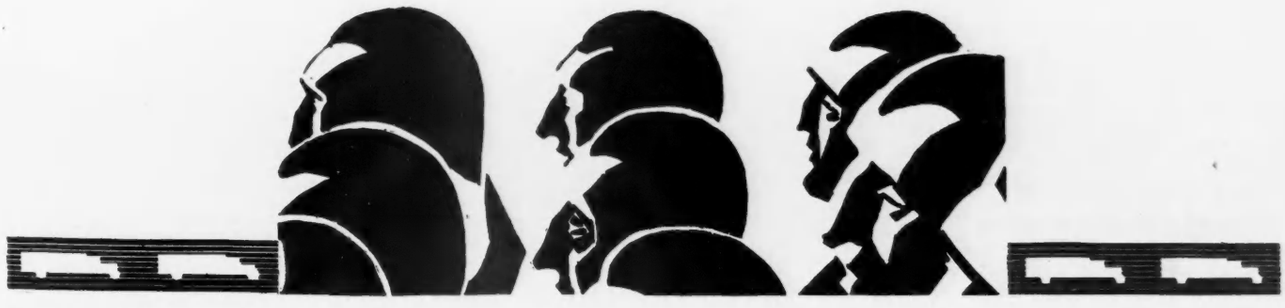

# READERS ENDORSE THE WE NEED LEADERS NOT

### Factories Should Analyze

A LEADER, as defined by Webster, is "one who leads or directs; a guide." To guide is to give proper advice and enlightenment, and educate along constructive lines. Any executive who is not able to advise, enlighten and educate cannot hope to come under the classification of a successful director (or guide), and his inability in this direction is due—in many instances—to lack of actual experience in field activities.

The permanent success of any company is dependent, almost entirely, upon the proper functioning of its field sales organization, and the successful operation of that division is not possible, for any great length of time, without intelligent supervision and direction of the home office executives. In no vocation is there a greater need for men who can instinctively and understandingly direct sales activities—particularly during off-seasons.

Those of us who have spent years in promoting sales realize the dealer is not blameless for the lamentable condition he finds himself in. However, haven't we of the factory staff spent more of our time in trying to persuade the dealer to order "another car load" than we have spent with his salesmen in an endeavor to properly sell the merchandise? Doesn't the fact that a dealer has three or four more units on his floor than he feels he can afford to carry cause him to "take a chance" on a sale where the purchaser doesn't quite pass the credit investigation? Also isn't that dealer more apt to "forget" to require the stipulated down payment when he feels he is overstocked with trucks? Most of us who have spent time on the firing line know the answers to the above questions. We have been expected, by our superiors, to make increased showings—month after month—regardless of season or condition, with the result we are forced to crowd non-profitable retail sales down the throat of the dealer, and such sales are part of the basic causes of the dealer's present predicament.

The home office sales executive should be able to quickly analyze each problem of moment as it arises, and prescribe the necessary cure-all. Obviously, he is not competent to even suggest the proper remedy unless he is—through experience—able to locate the organic cause. Many a hard-hitting, productive organization has been relegated to the discard due to lack of knowledge of field conditions on the part of the sales executive. We are all human, and nothing affects our morale so quickly and permanently as the realization our superior officer is unfamiliar with existent field problems and, therefore, incapable of working out a solution. — W. E. M. (Missouri).

## EDITOR'S NOTE

Herewith are presented excerpts from letters sent in by readers regarding the September article, "Our Industry Needs Leaders—Not Drivers." The readers feel deeply on the matter and express their views clearly and frankly.

The letters are initialed to promote frankness, and this same consideration will be extended to all others who may wish to participate in the discussion.

Next month the author of "We Need Leaders—Not Drivers" and of "Does Our Industry Need a Dictator?" will resume his series with a discussion of factory sales literature, truck advertising and capacity ratings from a field sales organization point of view. Your opinions on any or all of the articles are earnestly solicited as a personal contribution to the best interests of the truck industry.

### He Blames Quotas

TWENTY years of selling under numerous sales managers has convinced me that almost without exception they were well qualified to be leaders and wanted to be of help to both salesman and buyer. They were entirely willing to use their knowledge and experience to protect the best interest of each, but were prevented from so doing and made into drivers against their will and better judgment by pressure from the factory management in the forcing of sales to meet a certain quota and create volume regardless of profit or anything else.

This, I think, is the outstanding evil of the sales end and must be eliminated before there can be any proper balance between sales and manufacture.

Of what use is volume, after all, if it must be secured at a sacrifice of all profit and often at a direct loss? Too many times salesmen have been sent out of special meetings (usually near the end of the month) with only one thing in mind—an order at any cost to "make the quota." The result has been long trades, poor terms, small cash payments, side notes and all of the other evils that eventually must result in a loss instead of profit.

I hope to be working some day for the smart maker of a good motor truck who has a factory management broad enough to forget volume and quotas and think instead of a reasonable and just profit on perhaps a few less units. I am sure the connection will be mutually profitable.—H. J. D. (Ohio).

### Management is Unwise

THERE is no question but what the truck industry, like every other, has suffered from unwise management. Mortality and present financial status is a sufficiently convincing answer.

Truck manufacturers seem to have overlooked the fact that salesmen, who have continued to maintain contact with the trade through this depression, should be given just as much consideration in the advertising appropriation as the printed word. Because of the time required to develop a clientele and build up a paying business, truck salesmen have heretofore been paid a reasonable salary. This practice has become almost negligible. I would not question this policy if all unnecessary supervisory expense had been eliminated.

For many years I have been a factory representative. I sincerely hope that I was an exception. In all of my retail selling experience I have come in contact with just one individual representing the factory who gave me beneficial advice and assistance.

It is but natural that with the comparative luxury a traveling job affords, one should lose track of the hardship of pavement pounding in retail selling, yet that is the meat of the nut. To build up and retain a re-

# BELIEF DRIVERS

tail sales organization on a fair remunerative basis, held accountable for a fair share of total business, as proved by registrations, would seem to me to be both wise and profitable from a manufacturer's standpoint.—L. E. S. (Michigan).

### Too Much Horse-Trading

HAVING sold trucks for the past 12 years, both for the major companies and for my own company, I feel the writer of the article must have had a lot of experience in this field.

Not only the truck business, but the automotive business as a whole, has developed as a horse-trading, discount-giving and generally unprofitable business from the retail selling standpoint.

How I feel about the business, and about the article in your journal, can best be explained by the way I am operating my retail truck business at this time. In 1927 I operated a distributorship for one of the largest truck companies in the field. Previously I had worked for them as branch manager. As a distributor, I found out what high-pressure selling meant as applied to a dealer, and while I worked up my sales to the amount of $300,000 annually, I was not making the money I was entitled to make. In fact, when the depression hit, I lost most of my accumulated profits, and would have lost everything if I had not sold my business.

After getting out of business, I took stock of myself and the industry in general, and tried to analyze the reasons for not making money in a business so vital to commerce in general and one that must exist if the country is to progress. My answer simmered down to the fact that trucks and automobiles are in most cases not merchandised, but are traded off on the same basis that one would try to get rid of an undesirable piece of property.

I then looked around for a truck company that had the requirements that I felt would help me to get into the truck merchandising business, which meant that the background of the manufacturing company had to be right, the product had to be right, and the prices based on value of the truck itself.

Suffice to say that I have a truck franchise at this time on which I am making money every month. In the time that I have been associated with this company, I have never had a word from them trying to high-pressure me into making extra sales. My volume has been small. I don't carry stocks to amount to anything. I don't trade for a used truck that I feel will stay on my floor over 30 days at the trade allowance price. I am not giving any discounts to fleet owners or otherwise. The company has a smaller discount ratio than any other company, so far as I know, but the product stands in a class by itself when it comes to matters of quality and price.

I have eliminated all the evils of the industry so far as they might apply to my business. If I am not smart enough to sell my merchandise at a profit, I am glad to let the other fellow have that part of my business that I could get by using unethical tactics or horse-swapping methods. Having sold over 500 new trucks to some 200 accounts, lots of them being sold on the horse-trading basis, it surprised me that the average buyer is just as anxious to buy merchandise on a fair business basis, whether it be canned soup or motor trucks.

Truck salesmen now employed in the industry are working under the handicap of radical rules laid down by their executives in a desperate effort to cut down expenses. Salary reductions and commission contracts are taking the place of living salaries. Lots of salesmen are whipped for the day when they leave the morning sales meeting. This has worked out to my advantage when in competition with a major truck company salesman.—R. F. K. (Louisiana).

### Tiger vs. Rabbit

THE article in the September issue is quite true. However, it still appears like a one-sided battle between

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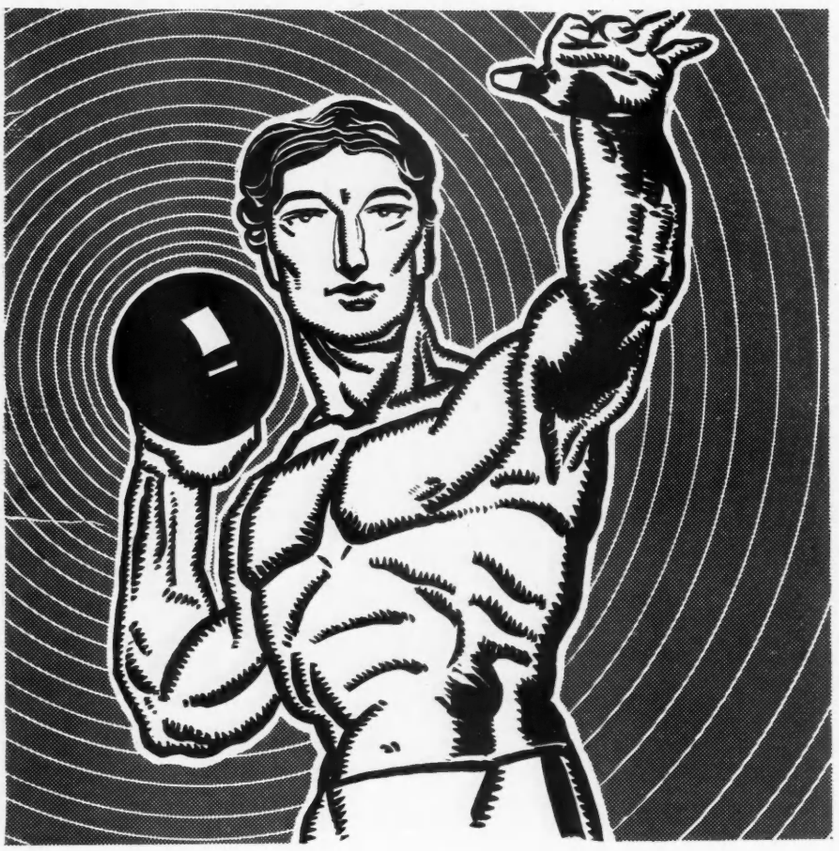
# S. A. E. Puts Performance Factor In Truck Rating



## Proposed Figure, Which Is Product of Road Grade and Truck Speed, Indicates the Vehicle's Ability to Work

THE S.A.E. committee which has been striving for some moons to formulate a suitable method of rating trucks reached its objective during the Transportation Meeting in Toronto by approving a four-factor rating, which includes a performance figure in addition to the three weight figures evolved during the Summer Meeting at White Sulphur. Two steps remain to be taken before the work is complete—approval of the proposal by letter ballot of the entire membership of the committee and by the S.A.E. Council. The rating will then become recommended practice of the society and the committee will be ready to adjourn, after heaving an appropriate number of sighs of relief.

Proposed by M. C. Horine of the Mack company, and earnestly supported by him during three meetings of the committee, the performance factor will be expressed in numbers and it will indicate a certain quantity of ability to do work or, as the school books have it, to overcome resistance. It is based upon piston displacement, engine speed and vehicle gross weight, and by transposing and substituting terms it becomes the product of speed in miles per hour and hill-climbing ability, expressed in per cent of grade.

In the latter form the factor shows clearly that vehicle speed and hill-climbing ability are related—as one is increased the other is decreased in direct proportion. The rear axle ratio, which is not a part of the performance factor, is the means whereby performance ability is transformed into speed or hill-climbing ability as desired. With a slow gear ratio the vehicle possesses good hill-climbing ability but less road speed, and a vehicle with a fast rear axle ratio has higher road speed and less climbing ability in high.

Four rating numbers, strung along in a row, surely give to owners and prospects much information which the former tonnage rating omitted and ignored. The tonnage rating signified how much load the manufacturer recommended the chassis should transport. Where, when or how apparently did not matter.

In these days of motor transportation engineering these things do matter. The S.A.E. four-part rating gives facts from which the where (road and grade factor), the when and how (speed) can be calculated with a fair degree of accuracy and also gives facts about the chassis not generally known and used.

In addition to the performance factor the S.A.E. committee report carries formulas for computing vehicle gross weight (derived from the Buckendale formula), grade in per cent, engine torque, speed in miles per hour, revolutions per minute and brake horsepower. (These formulas will be presented and fully described in the December issue.)

The Horine performance factor after several revisions is now expressed as shown in equation below.

In calculating ability of a motor vehicle by formula some allowance must be made for the difference between theoretical answers and practical answers. The first allowance is for loss in power between the engine flywheel and the tires on the ground. This efficiency is expressed as 90 per cent in the S.A.E. formulas. The other allowance is for the power required to move the vehicle and load on a smooth level road, which is designated road-rolling resistance. This has been

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$$PF = \frac{4 \times \text{cubic inch displacement of engine} \times RPM}{GVW} \text{ or}$$

$$PF = MPH \times (\text{Grade plus } 1.5)$$

Transposing this formula we have

$$\text{Grade} = \frac{PF}{MPH - 1.5} \text{ or } MPH = \frac{PF}{G \text{ plus } 1.5}$$

# Safety Efforts Snatch Big Sums From Accident Toll

## Fleet Men at National Safety Congress Show That Accidents Can Be Reduced by Management

By James W. Cottrell

THE reassuring conclusion that accidents can be reduced brightened the sessions devoted to commercial vehicles which were included in the program of the 21st Annual Safety Congress convened in Washington, D. C., Oct. 3 to 7 by the National Safety Council. Fleet men and safety directors made startling reports of savings in lives, suffering and money resulting from their interest in accident control, but not one of them held out any hope for the discovery of a cure-all for accidents. Continuous effort by management and uninterrupted cooperation by personnel is the price of safety.

Fleet men reporting reduction in accidents were not mere statisticians emitting figures at every breath, nor were they spellbinders asking others to join them in pointing with pride. They told what they had accomplished and how they had done it. One superintendent showed reduction of accident rate from 19 per month average to three in one month; another figured that 12 hours of his personal attention to accident prevention saved $16,000, and a third reported reduction in accident claims from 188 in one year, costing $13,000 to settle, to 49 claims costing $5,400.

Harold G. Hoffman, Commissioner of Motor Vehicles of New Jersey, made a hit in a Delivery Section meeting by awarding the commercial vehicle "a vital and indispensable place upon the highway because . . . the movement of goods is at least of equal importance with the movement of individuals." Like other speakers, he suggested a means of improving conditions and he advocated cooperation between the motoring public, the state and owners and operators of commercial vehicles as "one of the longest of all steps in the direction of true highway safety."

C. V. Wells, supervisor of automotive equipment, Pillsbury Flour Mills Co., was the fleet executive who reported that the accident frequency rate of the fleet in his charge had been reduced from an average of 19 accidents per month to three in the month of June, 1932. He explained that any accident control plan for his fleet labored under the handicap that the fleet of 450 vehicles is scattered all over the United States and most of the drivers, therefore, are out of direct contact with the management.

Drivers in the Pillsbury fleet are salesmen, not haulers of merchandise, but they are made responsible for keeping their vehicles in safe driving condition. Certain parts, such as brakes and windshield cleaners, are designated as safety items and in case of any trouble with operation the driver is instructed to go to a service station immediately for inspection and repairs. A special inspection report covering these safety items, as distinguished from a complete mechanical chassis inspection, is carried by the driver and must be signed by the service man. The items checked are: brakes, both hand and foot (check of tire pressure is included under brakes), steering gear and wheel alignment, horn, windshield wiper, headlights, tail and stop lights and rear view mirrors.

Driver's pride in his job is used effectively in the accident control plan. A list of all accidents during the preceding month is published in each issue of the company house organ. That means that every man in the sales department, as well as a lot of company executives, knows about every accident. Naturally drivers try to avoid getting on that list as they would avoid the smallpox.

H. W. Shaw, treasurer, Southern Dairies, Inc., Washington, D. C., urged greater interest in safety on the part of management and hammered home his argument by facts from his own experience. Taking up the subject in his fleet of 315 trucks and 150 to 250 employee-owned passenger cars operating over an area extending from Washington to Palm Beach, Florida, he found that of $13,000 paid to settle 188 accident claims filed against the company in one year five drivers were responsible for $10,000 and that one cost $5,400. He sought the reason for

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# Does It Pay to Operate a Truck More Than 5 Yrs.?

## Not Unless the Average Cost at End of Longer Period Is Less Than That of the Five-Year Period

By E. E. LaSchum,
Manager, Automotive Department, Railway Express, Inc.

EVERY truck operator wonders if he should use a truck a few years, then trade it in, or get as many years' life out of it as possible. All, of course, prefer a new truck to an old one, but must consider the expense. If, however, the average per year cost for a five-year life is practically the same as the average per year cost for an eight-year life, then perhaps it may be good business to retire the old truck after the shorter period. But in order to decide the question it is first necessary to determine just what the economic life of a truck actually is, whether it be four, five, or six years.

A method of determining just when a truck should be retired is here presented for the consideration and study of fleet operators and for application to their own costs. It is applied to data developed from the New York City fleet of the Railway Express Agency. The figures used, while not actual costs, are drawn from a group of 376 3½-ton trucks averaging 14 hours of service per day.

By charting the chassis repair costs of these 376 trucks over an eight-year period, it was found not only that repair costs of a truck increase as the truck becomes older but that it increases at practically a constant rate each year if overhauls are averaged over the life of the truck. It is not fair to charge an overhaul against the third year of a truck's life when the repairs were made necessary by the work done during the first three years. The chart also reveals that by the time the truck is eight years old the cost of chassis repairs has more than tripled.

By segregating the running repairs of these same trucks from overhauls on another chart, further interesting facts are revealed. It not only shows that trucks were overhauled in the third, fifth and seventh years, but that the last overhaul was about twice as expensive as the first two. Strange as it may seem, the chart also discloses the fact that running repairs remain fairly constant after the third year.

Now comes the question of "when to retire a truck?" To answer this question we must know whether it is cheaper to buy a new truck or keep repairing the old one. We must, therefore, consider two factors: the first cost or purchase price of the truck and the cost of all repairs—chassis, body and painting—for each year of life.

The following figures are typical for 3½-ton to 5-ton trucks used in city hauling:

**Total Expenditures for 3½-Ton Truck When Retired at end of 8 Years**

| Year of Truck Life | First Cost of Truck | All Repairs Except Overhauls | Overhauls | Total of All 3 Items | Average Cost Per Year |
|---|---|---|---|---|---|
| 1 | $4,000 | $450 | | $4,450 | $4,450 |
| 2 | | 550 | | 5,000 | 2,500 |
| 3 | | 550 | $600 | 6,150 | 2,050 |
| 4 | | 600 | | 6,750 | 1,688 |
| 5 | | 600 | 600 | 7,950 | 1,590 |
| 6 | | 650 | | 8,600 | 1,434 |
| 7 | | 550 | 800 | 9,950 | 1,421 |
| 8 | | 650 | | 10,600 | 1,325 |
| Totals .. | $4,000 | $4,600 | $2,000 | $10,600 | |

These figures are shown graphically in Chart A (see page 20). The total expenditure for the truck itself and repairs climb to $10,600 by the end of eight years. The average cost per year, however, drops rapidly until the end of the fifth year, and thereafter is fairly constant.

From this it would seem that one would immediately ask himself the question, "Why not trade the truck in at the end of the fifth year?" Chart B (see page 20) is the answer. If the truck is to be retired at the end of the fifth year, it certainly will not be overhauled the same year. Furthermore, running repairs will be only such as to keep the truck on the street. Both chassis and body will be allowed to wear out completely.

As a result, we find that the average cost per year is $1,400 at the end of the fifth year as compared with $1,325 at the end of the eighth year. The small difference of $75 would be more

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# Road Bureau Hurls Bolt at Tower of Babel on Limits

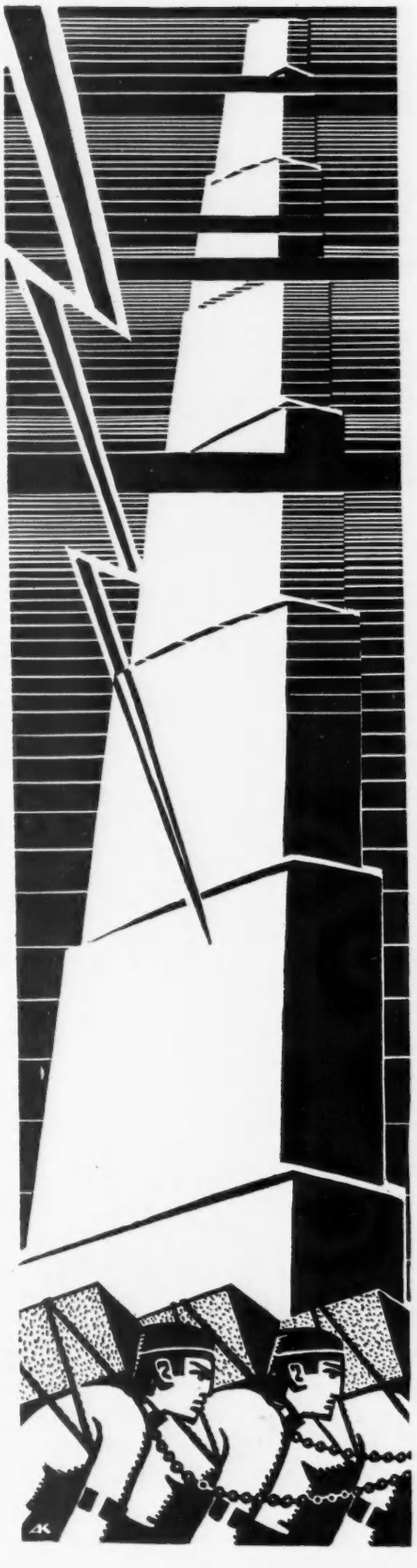
## Decries Lack of Uniformity in State Laws and Recommends Uniform Code Based on Tests and Research Data

By Martin J. Koitzsch

THERE certainly was no greater confusion when the workers on the Tower of Babel got their signals mixed back in Biblical days than exists today in the beautiful mess of motor regulation the 48 states have wrought by working individually. It would be difficult to imagine one person, even with deliberate design, doing a more thorough job of mixing up length, width, height and weight limits than have the several states by independent action. As a result of this great non-uniformity of regulation between states, all kinds of hardships are placed not only on motor transport activity but on the producer, consumer, the public and the highway as well.

A distinct movement, however, toward uniformity of motor regulation between states has been much in evidence these last few years. Even a comparison between the compilation of state restrictions published by Commercial Car Journal in July with those appearing in this issue (page 30) will reveal a remarkable leveling process, and this is only an interval of three months. Much of this change can, undoubtedly, be credited to the searching activities of the Bureau of Public Roads, the Society of Automotive Engineers, the National Electric Light Association, the Motor Vehicle Conference Committee and the American Petroleum Institute. All these bodies are working toward a common end—a uniform set of regulations to which all the designers of vehicles, users of vehicles and designers of highways will adhere. While at present their recommendations are not in exact agreement, they have at any rate tended to narrow disparities to a point approaching essential agreement.

The latest bolt at the Babel of state limits was hurled by Thomas H. MacDonald, Chief, U. S. Bureau of Public Roads, at the S.A.E. Transportation Meeting at Toronto early in October, when he said there is a crying need today for uniformity in state laws regulating motor transport activity. He said that the difficulty standing in the way of a reasonable solution of the engineering problem is not lack of scientific data or of men



### Road Bureau Size and Weight Proposals

**WIDTH**
Maximum outside width ..... 96 in.
Only exception, tire changeover of vehicle now in operation.

**HEIGHT**
Maximum, loaded or unloaded .... 12 ft.

**LENGTH**
Maximum, single units ..... 35 ft.
Maximum, combination ..... 65 ft.

**UNITS PER COMBINATION**
Combinations shall consist of not more then two units (truck and semi-trailer regarded as one unit).

**AXLE LOAD**
Maximum load equipped with:
Pneumatics ..... 16,000
Balloons ..... 18,000

**GROSS WEIGHT**
Subject to recommended axle loads, gross weight shall not exceed that given by formula $W = c\ (L + 40)$. The formula and its symbols are described in body of article.

### S.A.E. Size and Weight Proposals

**WIDTH**
Maximum body width ..... 96 in.
Maximum over dual pneumatics .. 102 in.

**HEIGHT**
Maximum height, unladen ..... 12½ ft.

**LENGTH**
Maximum, single units ..... 35 ft.
Maximum, combination on
highways less than 20 ft. ..... 45 ft.
highways more than 20 ft. ..... 65 ft.

**UNITS PER COMBINATION**
No maximum proposal; in any event, two units should not be restricted (truck and semi-trailer regarded as two units).

**AXLE LOAD**
Least maximum axle weight limitation:

| | Streets | Highways | Roads |
|---|---|---|---|
| Pneumatics | 22,500 | 18,000 | 16,000 |
| Balloons | 22,500 | 20,000 | 18,000 |
| Solids | 22,500 | not allow | not allow |

Streets are thoroughfares within and contiguous to municipalities; highways are main routes between cities and towns; roads are all others.

capable of applying existing knowledge, but a lack of uniformity in our motor vehicle laws. In stressing the wide and unfounded variations that exist from state to state he observed, "In the United States we see, on the one hand 48 states linked with splendid highways and by the common bonds of language, tradition and commerce, and on the other the anomalous invisible barriers which self-interest, lack of foresight and lack of reciprocity have erected."

Mr. MacDonald also presented a set of recommendations prepared for the consideration of the Committee on Highway Transport of the American Association of State Highway Officials together with a discussion of the reasons underlying each proposal.

That the subject of uniformity is receiving action is further emphasized by the work of the Automotive Transport Code Committee of the Society of Automotive Engineers. At the Toronto meeting this committee hauled out its recommendations of June and again revised them. The new recommendations, shown in the accompanying box, will not be submitted as definite recommendations until confirmed by letter-ballot by the members of the S.A.E. Code Committee. Meanwhile, the new recommendations were submitted to the Motor Vehicle Conference Committee, where the proposals were discussed informally a few days ago. Chairman Glynn of the Code Committee points out that the recommendations were drafted primarily from the engineering point of view rather than from a legislative or regulatory point of view.

The following MacDonald recommendations reflect to some extent the results of several conferences at which highway administrators, traffic officials, motor vehicle manufacturers and operators were present. They are based on the principle that the highway administrator can not intelligently design a highway system without a careful consideration of the probable use by motor transport.

**Width Recommendation**—Except by reason of change of tires of vehicles now in operation no vehicle should exceed a total outside width of 96 in. This is based on the fact that practically all of the states have built pavements of 18 ft. or less width.

**Height Recommendation** — No vehicle, loaded or unloaded, shall exceed a height of 12 ft. Vehicle stability, windbracing requirements of through bridges and the desirability of small vertical clearances in grade separation projects are among the reasons for restriction. Current regulations range from 11 ft. to 14½ ft., while 12 states have no restrictions whatsoever.

**Length Recommendation**—No single vehicle shall exceed a length of 35 ft.; no combination of vehicles (to consist of not more than two units) shall exceed 65 ft. A truck and semi-trailer is considered as one unit. These restrictions are based largely on considerations of the safety and convenience of the motoring public. While all but eight states restrict length, there is great variation among them, ranging from 26½ ft. to 40 ft. for single units and 30 to 85 for combinations.

**Speed Recommendation**—No truck shall be operated at a speed greater than 45 m.p.h. This regulation must be viewed from the angle of convenience and safety of the motoring public and the angle of damage done to roads. Impact investigations show that the force of "shock" impacts applied to a pavement increases almost proportionately with speed, at least up to 55 m.p.h., and that the "drop" type of impact reaches a maximum at about 25 m.p.h. and then either decreases or fails to increase. Because of these findings the 45 limit was established as providing security from excessive impacts by truck on pneumatic tires.

**Axle Load Recommendation** — No vehicle shall be operated whose axle load, if equipped with high-pressure tires, exceeds 16,000 lb.; or equipped with low-pressure tires exceeds 18,000 lb. These limits are recommended for main roads. Fixing weight restrictions is a problem because, on one hand, highway administrators want to protect existing construction against damage and extend their systems as far as possible with available funds with light loads, while on the other hand, operators want to operate loads which they consider efficient and economical. The need of reconciling these viewpoints is obvious and the desirability of uniformity in this particular is apparent, especially since the existing state regulations permissible wheel loads range from 4000 to 17,200 lb. However, 31 states have adopted either the 8000 or 9000 lb. maximum wheel load or some intermediate value.

**Gross Weight Recommendation**—Subject to the recommended axle loads, no vehicle shall be operated whose total gross weight, with load, exceeds that given by the formula $W = c\ (L + 40)$ where $W$ = total gross weight, with load, in pounds; $c$ = a coefficient to be determined by the individual states; $L$ = the distance between the first and last axles of a vehicle or combination of vehicles in feet. A value of 800 is recommended for "c" as the lowest which should be imposed. It is based on the fact that it will permit safe operation of four-wheel vehicles upon H-10 highways, truck and semi-trailers and truck, semi-trailer and full trailer combinations of the common type upon H-15 bridges. That the methods in force at present for limiting gross vehicle weights are entirely lacking in uniformity is revealed by the compilation of these limits published on page 30. It shows gross weight limits for four-wheel vehicles vary from 8000 to 36,000 lb.; for six-wheel types from 16,000 to 48,000 lb. The disparity for combinations of vehicles is even more pronounced.

## Does It Pay to Operate a Truck More Than 5 Years?

CONTINUED FROM PAGE 18

than offset by the trade-in value of the old truck and the superiority of a new truck in efficiency, appearance and operation over an old one.

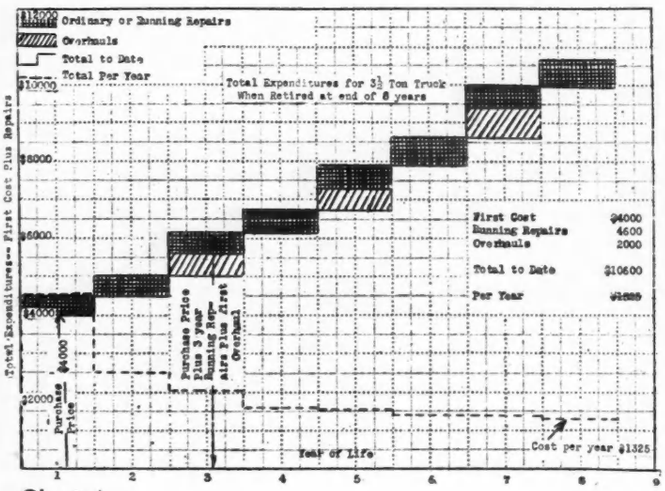



Chart A

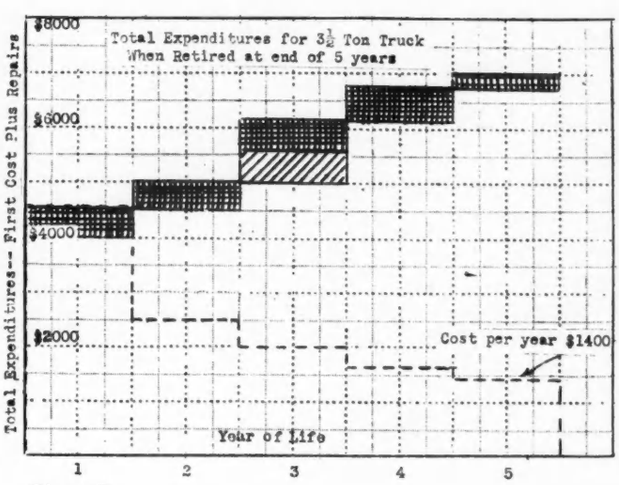



Chart B

## Our Own Ear to the Ground Department

### Diesels for Replacement

One truck maker, Gramm, is making a novel move. The idea is to install Diesel engines in trucks and buses now on the road. The replacement unit, the Cummins Diesel, will be supplied by this manufacturer and installed according to his recommendations.

### A Light That's "Black"

The Westinghouse Company is engaged in development work on a "black light" for the instrument panels of trucks and buses which do a lot of night driving. Dial markings are painted with radium paint and illuminated with ultraviolet rays from a concealed source. The ultraviolet rays are invisible and therefore do not possess the objectionable quality of artificial light which tends to impair the driver's vision and interfere with his observation of the road and traffic ahead.

### Won't Be Long Now—Maybe

The chief engineer of one of our most prominent truck companies is making a study of two- and four-cycle Diesels with a view to obtaining both export and domestic business. His experiments include the construction of single-cylinder models for test purposes. This is something to hearten the Diesel enthusiasts who have been pining, in vain, for some show of deep interest by truck manufacturers.

### Ford Rumor Dept. Revives

The fact that the Ford V8 engine and the four-cylinder engine are interchangeably mounted in the passenger car chassis has inspired many reports that the eight would be used in the truck chassis. There has been no change in the Ford refusal to divulge plans but we learn from a man who has informed us correctly several times that the V8 will be used in a new 2 or 2½-ton Ford truck. The four-cylinder engine, freed of responsibility in the passenger car field, will be retained for commercial cars and the present 1½-ton trucks.

### Eyes Right, As 't Were

Federal is working up a new line of trucks which will be announced about New York show time. They are designed, we understand, with both eyes focused on state size and weight restrictions.

### Now It Can Be Told

Back in July this department asked you not to be surprised "if a manufacturer whose name is now on a truck, but who is not the manufacturer of that truck, comes out with a truck model of his own make." We referred to Frank Fageol, whose special Twin Coach dump job is described on another page.

### An "Ambi-Transient" Truck

Besides, Twin Coach is now working on a truck adaptation of a motor coach which runs either on rails or on the road. To enable the coach to run on rails, flanged guide wheels are attached to the brake spiders. These wheels can be raised or lowered in three minutes. It is planned to use trailers with truck jobs. Railroad officials are said to be displaying keen interest because the truck adaptation opens up an entirely new field of possibilities in store-door delivery.

### A Cosmetic for Tires

*Truck operators who take pride in the appearance of their vehicles and dealers who wish to doll up good used trucks to attract prospective purchasers should be interested in a new finish for tire sidewalls. It has a wax base, is easy to apply and to keep polished, and its wide assortment of colors is fast. It's called "Tirelac," and the credit goes to the Berry Brothers.*

### If, As and When

Something new in oil filters will be put on the market if basic patents now being litigated by others are restricted in their application. Truck operators particularly may find it the answer to their dreams.

### Maybe It's a Gas-Electric

The General Electric Co., we hear, is experimenting with a truck model at its Erie plant. Our trusted informant couldn't say whether it was an electric or gasoline-powered job.

## THE OVERLOAD

For this symbolic photograph of the evils of overloading we are indebted to The Joseph Katz Co., Baltimore agency, that worked up the thirst-inducing "Arrow Special" beer advertising campaign. Especially are we indebted to the inspirational qualities of "Arrow Special." Despite the insidious rumors that are certain to be circulated, the individual pictured is not your editor in his favorite pose at the Toronto Transportation Meeting.

### They Carried Beauty-Rests

Well, we enjoyed ourselves at the Toronto Transportation Meeting even though we had to spend three whole days and nights in the hotel, dashing from sessions to committee meetings and back again. The strain of this merry-go-round was considerably eased by the relaxation afforded us by Charlie Wondries and Paul Castner of Studebaker and Ted Preble and Frank Jones of Pierce-Arrow.

### A Noble Deed Well Drunk

Pierre Schon, of General Motors Truck, performed a noble deed, too. We had to run like mad to catch the sleeper to Detroit. With 30 seconds to do it in you can imagine our anger when the Canadian National ticket agent paid no heed to our pleading for a ticket but went right ahead serving a chap who was arranging a trip for the next week. We told him in blood-curdling tones to "go plumb to h-e-l-l" with his tickets and dashed off, just catching the train which left right on "schedule," as the Canadians put it. In the smoking compartment we found Pierre and he washed away our annoyance, not to mention perturbation, with a bottle of musty-lusty ale.

### Maybe There's No Pulse

In Detroit we expected to get a diagnosis of current conditions from men who are supposed to have their fingers on the pulse of business, but somehow these gentlemen always anticipated us by asking us the very questions we had planned to ask them. The best we could get out of them was that there were evidences that confidence of the buying public was being gradually restored.

### Cello, Cello, Who's Got a Rarity?

Martin Pulcher, president of Federal Truck, is looking around for a rare violoncello to add to his valuable collection of rare violins (he insists on referring to them as fiddles) and 'cellos and bows. One was offered to him for $5,000, but he reminded the owner that the period of deflation ought to apply to rare 'cellos. Anybody got something that's a bargain? Mr. Pulcher, by the way, has half a dozen genuine Stradivariuses. Or maybe you prefer to say Stradivarii?

### Bang! Splash! Hooray!

T. A. Dahl (White Co.) came down out of Canada with an 800-lb. moose which he brought down with his trusty rifle. Of course this incident had nothing to do with his recent appointment as assistant to President Erskine of the Studebaker Corp., although 800 lb. of moose is capable of making a considerable impression.

### Well, We're All Brothers

We were telling a friend that Mr. Dahl had shot an 800-lb. moose. He had listened inattentively because he suddenly broke out with "What! did Mr. Dahl shoot Senator Jim Davis?"

### The Irony of Freight

Chew on this choice bit of irony a while. Acts of the Indiana Legislature have always been distributed by the American Express and the Railway Express Agency. During the last special session of the Indiana Legislature Tom Snyder and his Indianapolis group of truckmen put in a bid to distribute the Acts by truck at a 40 per cent saving in the customary cost. They finally got the job and distributed the Acts which *included all of the anti-truck bills.* There's Indiana justice for you—save the state money and get panned into the bargain!

### Don't Say Horsefeathers!

**Is it a coincidence, or what, that the truck industry should bring out a flock of house-to-house delivery units to supplant the horse at the very time when horseflesh, feed and stabling costs are lower than ever before?**

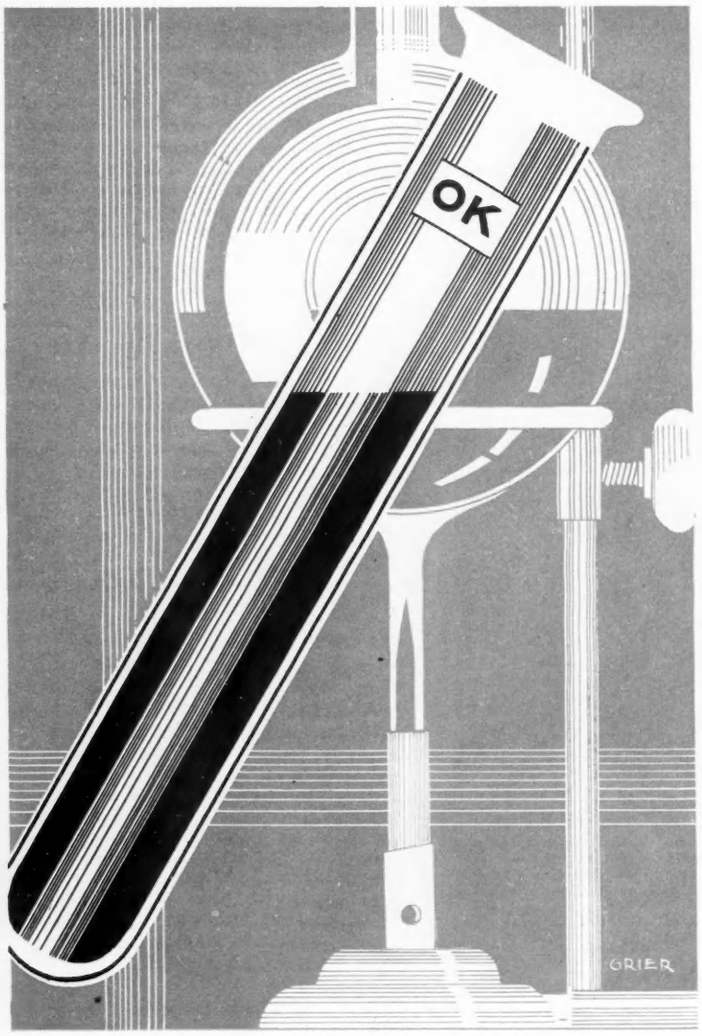
### The Beauty Has Brains, Too

H. D. Church, vice-president in charge of engineering, The White Co., was kind enough to give us an exclusive showing of the horizontal-opposed 12-cylinder engine which he designed for bus work, which, he intimated, may find its way into a truck, which is briefly described on page 42 of this issue, and which to Jack Feehan's (assistant advertising manager) embarrassment we announced prematurely in this department last month. The engine is a compact beauty for looks. And we were told that it was torn down after 88,000 miles and didn't "show a measurement," which, if you don't know, is engineering parlance for "unmeasurable wear" or some such thing.

### Treason, Truckmen, Treason!

What National Automobile Chamber of Commerce representative's office is plastered with railroad pictures exclusively?—G.T.H.

# Reclaimed Oil Passes Every Test of Operating Economy




## It Saves Money on Oil Purchases and Encourages Frequent Drainage to Reduce Truck Maintenance Costs

By George T. Hook

(The Editor of Commercial Car Journal presented the following facts to the National Transportation Meeting of the S.A.E. held recently in Toronto.)

HAVING accepted the invitation to talk on "The Economies of Oil Reclamation," I decided the most logical way to approach the subject was to take the questions that are uppermost in the minds of fleet operators and go on an impartial hunt for the answers. I found it was necessary to procure the answers to three main questions:

1. What is the effect of reclaimed oil on the engine?

2. How much are operators who use reclaimers saving in the cost of oil?

3. How many vehicles must a fleet operate or how many gallons of oil drainage must it have in a given period to show a profit on the investment?

Obviously it is necessary first to determine the effect of reclaimed oil on an engine, because if the effect is harmful it doesn't matter how much you can save in the cost of oil. A bad effect would mean an increase in maintenance costs that would wipe out the savings in oil costs. One must bear in mind the relative importance of, say, a 1 per cent oil cost item and a 35 per cent maintenance item. A 2 per cent *increase* in the maintenance item will completely swallow a 50 per cent *decrease* in the oil item.

To answer the question satisfactorily we must first determine if reclaimed oil is as good as the original oil. Evidence that it is as good has accumulated from unbiased sources to such an extent that there is hardly room for an argument. Substantiation comes from such different and authoritative sources as oil refiners themselves, the U. S. Bureau of Standards, college research laboratories and from local chemists acting for fleet operators. Some of the statements even suggest that the reclaimed oil is a better oil for the process it undergoes.

According to oil refiners actual loss of lubricating ability does not occur in engine service. Lubricating ability of an oil is only counteracted by the development of non-lubricating matter in the engine during operation. Since the function of the oil reclaimer is to remove such non-lubricating matter and simply to restore lubricating ability, there is no reason why the reclaimed oil should not possess the lubricating characteristics of the original oil.

This being so, the effect of the reclaimed oil on the engine is at least as good as, and not any worse than, the original oil. I phrase this conclusion in this fashion because if the original oil is not the proper lubricant, putting it through a reclaimer won't make it the proper lubricant.

The maintenance cost experience of a very large fleet operation in the East lends supporting evidence to this conclusion. In this operation, which uses reclaimed oil entirely, there has been no effect whatsoever on engine maintenance. The reason advanced for this was that when new oil was used, without reclaiming, crankcases were drained at frequent intervals

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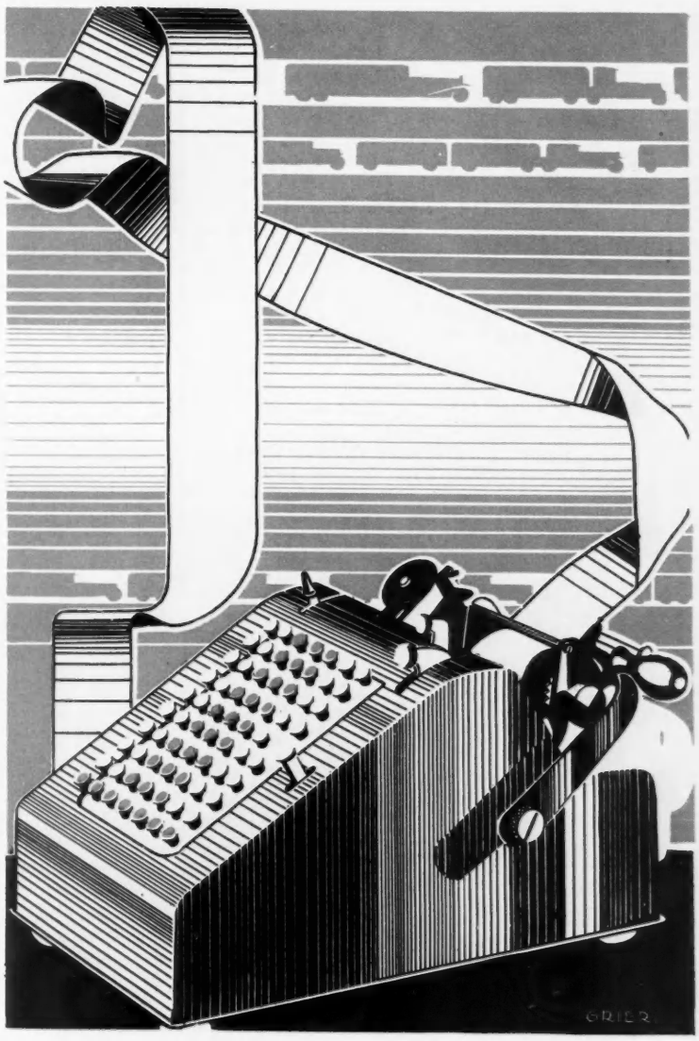
# G. M. T. Computes Table of Average Operating Costs

## Truck and Trailer Cost Per Mile Is Classified According to Vehicle Investment and Mileage Per Day



WHAT is the operating cost per mile of a motor truck?

This question, for many years, has been a paramount issue confronting truck operators, manufacturers, shippers, dealers and salesmen. Many operators are basing their haulage charges more on competitive rates than on their actual truck operating costs plus a fair profit. Manufacturers of motor vehicles are interested in knowing if haulage rates assure a fair profit to the operator, especially where transport equipment is sold on a time payment basis and their interest is shared by finance companies handling time payment deals, especially in cases involving contract hauling. Shippers desire the most economical means of transportation and a true picture of truck operating costs to be used as a guide in the selection of the mode of transportation, assuring them the lowest unit cost. Those engaged in the sale of motor truck equipment should be in a position to submit fairly accurate cost per mile estimates and, if equipped with a ready reference table, they can, in many cases, be of material assistance to the operators in setting up a profitable rate structure per ton or per mile.

Under these conditions there is an obvious need for a table of truck operating costs to be used for reference and calculation. To meet this need General Motors Truck Co. has developed a set of cost tables for both trucks and trailers, based upon average normal conditions. These cost figures should be very valuable to all kinds of operators in making comparisons with their present costs and to commercial operators in setting up tariff and rate structures.

Cost figures were obtained from large and small fleet operations in all sections of the country, and checked by special tests and other operating data. More than 15,000 calculations were required for the compilation.

All factors used in compiling cost per mile figures are based on average normal conditions. The cost table figures do not include overhead and supervision, special taxes or profit for commercial operation. Depreciation is figured in two ways; first, on a four year life and on a straight mileage basis for truck and on a straight mileage basis for trailers. Average costs for gasoline, oil, tires, interest, taxes, insurance and garage expense likewise are averages over the country. Allowance also is made for drivers' wages.

A noteworthy feature of the compilation is the manner in which allowance was made for variables. Perhaps the most important factor in overhead expense is the first cost of the truck or trailer, and for this reason figures are set up on a basis of total investment, extending all the way from $600 to $10,000 for trucks and $500 to $5,000 for trailers. The second important factor in operating costs is, of course, mileage per day. The vertical columns of this table are headed by various mileages, ranging from 10 to 300 per day.

Table 1 shows the truck operating cost per mile for various mileages per day. All figures to the left of the stepped line are based upon depreciation figured on an assumed four-year life for the vehicle, and figures on the right of the stepped line are

based upon depreciation figured on a straight mileage basis. Truck operating figures do not include trailer operating expenses.

Trailer operating costs, shown in Table 2, are to be added directly to truck operating costs when a combination of truck and trailer is operated. The trailer figures include an allowance for increase in truck maintenance expense when pulling a trailer. When two trailers are to be pulled by a truck, the operating cost of the trailer is determined from the table separately and added to the operating cost per mile of the truck or tractor.

With these general operating cost figures at hand, it is easy to make allowances for variations for cost of labor, materials and taxes in various localities, also in road and other operating conditions. By comparing the average figure upon which the table is

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## TABLE 1

| RANGE OF TRUCK INVESTMENT | RANGE OF ESTIMATED PROFITABLE MILEAGE LIFE |
|---|---|
| $600 to $1,000 | 50,000 to 70,000 miles |
| 1,000 to 2,300 | 70,000 to 100,000 miles |
| 2,300 to 4,100 | 100,000 to 150,000 miles |
| 4,100 to 6,700 | 150,000 to 200,000 miles |
| 6,700 to 10,000 | 200,000 to 300,000 miles |

## TABLE 2

| RANGE OF TRAILER INVESTMENT | RANGE OF ESTIMATED PROFITABLE MILEAGE LIFE |
|---|---|
| $500 to $1,000 | 125,000 to 150,000 miles |
| 1,000 to 2,800 | 150,000 to 200,000 miles |
| 2,800 to 5,000 | 200,000 to 300,000 miles |

## TABLE 3

| RANGE OF TRUCK INVESTMENT | RANGE OF DRIVERS' WAGES ACCORDING TO MILEAGE PER DAY | | |
|---|---|---|---|
| | Up to 100 Mi. Per Day | Up to 175 Mi. Per Day | Up to 300 Mi. Per Day |
| $600-$1,200 | $4.00-$4.50 | $5.00 | $6.00 |
| 1,200- 2,300 | 4.50- 5.00 | 6.50 | 9.00 |
| 2,300- 4,100 | 5.00- 5.50 | 7.50 | 10.50 |
| 4,100- 6,700 | 5.50- 6.00 | 8.50 | 12.00 |
| 6,700-10,000 | 6.00- 6.50 | 9.50 | 13.00 |

## TABLE 4

| RANGE OF GROSS WEIGHT | RANGE IN ESTIMATED MILES PER GALLON |
|---|---|
| 4,000 to 6,000 | 10 to 14 |
| 6,000 to 10,000 | 7.1 to 12 |
| 10,000 to 16,000 | 5.6 to 9.2 |
| 16,000 to 24,000 | 4.1 to 7.3 |
| 24,000 to 35,000 | 3.2 to 5.6 |
| 35,000 to 50,000 | 2.6 to 4.7 |
| 50,000 to 75,000 | 2.1 to 3.8 |
| 75,000 to 100,000 | 1.8 to 3.2 |

TABLE I.

TRUCK OPERATING COST PER MILE AT VARIOUS MILEAGES PER DAY

These figures do not include overhead, supervision, special taxes and profit incidental to commercial carrier operation.

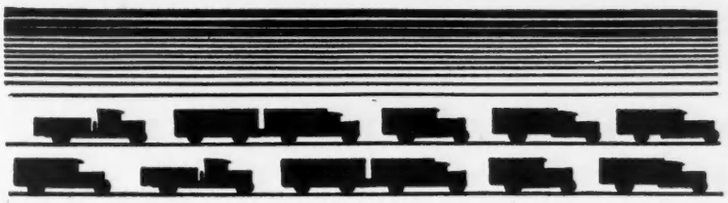
| Total Investment | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 | 120 | 130 | 140 | 150 | 160 | 170 | 180 | 190 | 200 | 210 | 220 | 230 | 240 | 250 | 275 | 300 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 600.00 | .5351 | .2798 | .1947 | .1521 | .1284 | .1130 | .1021 | .0937 | .0873 | .0831 | .0797 | .0768 | .0744 | .0723 | .0705 | .0689 | .0675 | .0663 | .0651 | .0642 | .0632 | .0624 | .0617 | .0610 | .0604 | .0589 | .0578 |
| 650.00 | .5490 | .2876 | .2005 | .1569 | .1323 | .1168 | .1035 | .0967 | .0902 | .0860 | .0825 | .0796 | .0771 | .0750 | .0732 | .0716 | .0702 | .0689 | .0679 | .0668 | .0659 | .0651 | .0643 | .0636 | .0630 | .0616 | .0606 |
| 700.00 | .5630 | .2956 | .2064 | .1619 | .1361 | .1200 | .1085 | .1000 | .0933 | .0890 | .0855 | .0824 | .0801 | .0778 | .0760 | .0744 | .0730 | .0719 | .0706 | .0696 | .0687 | .0678 | .0666 | .0664 | .0653 | .0638 | .0627 |
| 750.00 | .5772 | .3038 | .2126 | .1672 | .1402 | .1238 | .1122 | .1034 | .0967 | .0923 | .0887 | .0858 | .0833 | .0812 | .0792 | .0776 | .0762 | .0749 | .0738 | .0727 | .0718 | .0709 | .0702 | .0695 | .0688 | .0674 | .0662 |
| 800.00 | .5911 | .3116 | .2184 | .1717 | .1440 | .1273 | .1154 | .1065 | .0996 | .0951 | .0915 | .0885 | .0860 | .0838 | .0819 | .0803 | .0788 | .0776 | .0764 | .0753 | .0744 | .0735 | .0727 | .0720 | .0714 | .0699 | .0687 |
| 850.00 | .6036 | .3186 | .2236 | .1760 | .1476 | .1302 | .1181 | .1091 | .1020 | .0976 | .0940 | .0909 | .0884 | .0862 | .0842 | .0826 | .0811 | .0798 | .0786 | .0776 | .0767 | .0758 | .0750 | .0743 | .0736 | .0721 | .0709 |
| 900.00 | .6183 | .3267 | .2297 | .1810 | .1518 | .1336 | .1212 | .1121 | .1049 | .1004 | .0967 | .0935 | .0910 | .0888 | .0868 | .0851 | .0836 | .0824 | .0812 | .0801 | .0791 | .0782 | .0775 | .0767 | .0760 | .0746 | .0734 |
| 950.00 | .6322 | .3346 | .2354 | .1858 | .1560 | .1369 | .1244 | .1151 | .1078 | .1032 | .0995 | .0963 | .0937 | .0915 | .0895 | .0879 | .0863 | .0850 | .0838 | .0827 | .0818 | .0808 | .0800 | .0793 | .0786 | .0771 | .0759 |
| 1000.00 | .6460 | .3426 | .2411 | .1906 | .1603 | .1402 | .1275 | .1180 | .1105 | .1059 | .1022 | .0990 | .0963 | .0941 | .0922 | .0904 | .0889 | .0876 | .0863 | .0852 | .0843 | .0833 | .0825 | .0818 | .0811 | .0796 | .0783 |
| 1100.00 | .6643 | .3522 | .2481 | .1961 | .1649 | .1441 | .1309 | .1212 | .1137 | .1091 | .1053 | .1020 | .0993 | .0971 | .0951 | .0933 | .0917 | .0904 | .0892 | .0881 | .0871 | .0861 | .0853 | .0846 | .0839 | .0823 | .0811 |
| 1200.00 | .6825 | .3620 | .2551 | .2016 | .1697 | .1482 | .1344 | .1245 | .1169 | .1121 | .1082 | .1051 | .1023 | .1000 | .0980 | .0962 | .0946 | .0932 | .0920 | .0909 | .0898 | .0890 | .0881 | .0873 | .0866 | .0851 | .0838 |
| 1300.00 | .7012 | .3721 | .2624 | .2076 | .1747 | .1525 | .1380 | .1280 | .1202 | .1155 | .1115 | .1083 | .1055 | .1032 | .1011 | .0992 | .0977 | .0963 | .0950 | .0939 | .0929 | .0920 | .0911 | .0904 | .0896 | .0881 | .0868 |
| 1400.00 | .7196 | .3814 | .2694 | .2131 | .1795 | .1569 | .1415 | .1313 | .1234 | .1185 | .1145 | .1113 | .1085 | .1061 | .1040 | .1022 | .1006 | .0992 | .0979 | .0968 | .0956 | .0948 | .0939 | .0931 | .0924 | .0908 | .0895 |
| 1500.00 | .7379 | .3918 | .2764 | .2186 | .1841 | .1611 | .1447 | .1344 | .1263 | .1215 | .1174 | .1143 | .1114 | .1089 | .1067 | .1049 | .1033 | .1018 | .1005 | .0994 | .0984 | .0974 | .0966 | .0957 | .0950 | .0934 | .0921 |
| 1600.00 | .7563 | .4017 | .2834 | .2243 | .1889 | .1652 | .1483 | .1376 | .1294 | .1244 | .1203 | .1170 | .1141 | .1116 | .1096 | .1077 | .1061 | .1046 | .1033 | .1021 | .1010 | .1001 | .0992 | .0984 | .0977 | .0961 | .0947 |
| 1700.00 | .7748 | .4117 | .2908 | .2301 | .1939 | .1696 | .1523 | .1408 | .1325 | .1275 | .1233 | .1199 | .1170 | .1145 | .1126 | .1105 | .1089 | .1073 | .1061 | .1049 | .1038 | .1028 | .1019 | .1011 | .1004 | .0987 | .0974 |
| 1800.00 | .7934 | .4217 | .2978 | .2358 | .1989 | .1741 | .1563 | .1441 | .1356 | .1305 | .1265 | .1229 | .1199 | .1175 | .1154 | .1135 | .1118 | .1103 | .1089 | .1077 | .1066 | .1056 | .1047 | .1039 | .1032 | .1015 | .1001 |
| 1900.00 | .8120 | .4317 | .3051 | .2423 | .2039 | .1785 | .1603 | .1474 | .1387 | .1337 | .1294 | .1259 | .1229 | .1205 | .1183 | .1163 | .1146 | .1131 | .1118 | .1106 | .1095 | .1085 | .1075 | .1067 | .1060 | .1043 | .1029 |
| 2000.00 | .8313 | .4427 | .3131 | .2483 | .2095 | .1836 | .1650 | .1513 | .1419 | .1374 | .1332 | .1296 | .1266 | .1241 | .1218 | .1199 | .1182 | .1166 | .1153 | .1141 | .1129 | .1119 | .1110 | .1102 | .1095 | .1077 | .1063 |
| 2150.00 | .8595 | .4595 | .3253 | .2595 | .2196 | .1929 | .1740 | .1603 | .1511 | .1464 | .1421 | .1384 | .1353 | .1328 | .1305 | .1284 | .1267 | .1251 | .1236 | .1222 | .1210 | .1197 | .1187 | .1178 | .1169 | .1151 | .1136 |
| 2300.00 | .8880 | .4749 | .3376 | .2699 | .2297 | .2019 | .1829 | .1693 | .1602 | .1554 | .1509 | .1472 | .1441 | .1415 | .1391 | .1369 | .1351 | .1334 | .1319 | .1306 | .1294 | .1283 | .1273 | .1264 | .1256 | .1236 | .1220 |
| 2450.00 | .9046 | .4838 | .3434 | .2744 | .2333 | .2051 | .1859 | .1720 | .1628 | .1578 | .1533 | .1496 | .1464 | .1437 | .1413 | .1391 | .1372 | .1355 | .1340 | .1327 | .1315 | .1304 | .1294 | .1285 | .1277 | .1256 | .1240 |
| 2600.00 | .9231 | .4952 | .3501 | .2778 | .2365 | .2096 | .1899 | .1763 | .1655 | .1613 | .1569 | .1531 | .1499 | .1469 | .1443 | .1422 | .1404 | .1387 | .1372 | .1358 | .1346 | .1334 | .1324 | .1315 | .1307 | .1286 | .1269 |
| 2750.00 | .9589 | .5075 | .3590 | .2848 | .2402 | .2103 | .1891 | .1733 | .1609 | .1536 | .1496 | .1455 | .1424 | .1396 | .1372 | .1351 | .1332 | .1316 | .1302 | .1288 | .1277 | .1266 | .1256 | .1247 | .1238 | .1220 | .1205 |
| 2900.00 | .9775 | .5204 | .3683 | .2922 | .2466 | .2160 | .1943 | .1779 | .1658 | .1572 | .1526 | .1487 | .1455 | .1427 | .1402 | .1381 | .1362 | .1346 | .1331 | .1318 | .1306 | .1295 | .1285 | .1276 | .1267 | .1249 | .1234 |
| 3100.00 | 1.0066 | .5357 | .3791 | .3006 | .2535 | .2221 | .1998 | .1829 | .1696 | .1618 | .1568 | .1518 | .1487 | .1458 | .1433 | .1412 | .1392 | .1376 | .1361 | .1347 | .1335 | .1324 | .1314 | .1305 | .1296 | .1277 | .1262 |
| 3300.00 | 1.0358 | .5531 | .3897 | .3090 | .2606 | .2282 | .2052 | .1879 | .1743 | .1658 | .1611 | .1560 | .1516 | .1489 | .1464 | .1442 | .1421 | .1406 | .1391 | .1377 | .1365 | .1353 | .1343 | .1334 | .1325 | .1306 | .1290 |
| 3500.00 | 1.0649 | .5664 | .4003 | .3172 | .2676 | .2343 | .2105 | .1927 | .1788 | .1700 | .1628 | .1582 | .1548 | .1519 | .1494 | .1472 | .1452 | .1435 | .1419 | .1405 | .1393 | .1381 | .1370 | .1361 | .1352 | .1333 | .1317 |
| 3700.00 | 1.0940 | .5817 | .4111 | .3256 | .2745 | .2404 | .2159 | .1977 | .1834 | .1743 | .1669 | .1613 | .1579 | .1549 | .1524 | .1502 | .1481 | .1464 | .1448 | .1434 | .1421 | .1409 | .1399 | .1389 | .1380 | .1361 | .1345 |
| 3900.00 | 1.1232 | .5971 | .4217 | .3340 | .2816 | .2465 | .2214 | .2025 | .1880 | .1786 | .1710 | .1646 | .1609 | .1579 | .1554 | .1531 | .1510 | .1493 | .1477 | .1462 | .1450 | .1438 | .1427 | .1417 | .1408 | .1388 | .1373 |
| 4100.00 | 1.1524 | .6124 | .4326 | .3425 | .2886 | .2526 | .2268 | .2076 | .1925 | .1830 | .1752 | .1685 | .1639 | .1608 | .1582 | .1560 | .1539 | .1521 | .1504 | .1490 | .1477 | .1465 | .1454 | .1444 | .1435 | .1415 | .1398 |
| 4300.00 | 1.1818 | .6283 | .4435 | .3511 | .2959 | .2589 | .2325 | .2127 | .1974 | .1875 | .1793 | .1727 | .1670 | .1639 | .1613 | .1589 | .1569 | .1550 | .1534 | .1519 | .1506 | .1494 | .1483 | .1472 | .1463 | .1443 | .1426 |
| 4500.00 | 1.2110 | .6436 | .4544 | .3598 | .3030 | .2650 | .2378 | .2180 | .2019 | .1919 | .1836 | .1767 | .1709 | .1670 | .1643 | .1619 | .1598 | .1579 | .1563 | .1548 | .1534 | .1522 | .1511 | .1501 | .1491 | .1470 | .1454 |
| 4750.00 | 1.2451 | .6614 | .4666 | .3694 | .3109 | .2719 | .2442 | .2233 | .2072 | .1967 | .1881 | .1811 | .1750 | .1703 | .1675 | .1650 | .1630 | .1611 | .1594 | .1579 | .1565 | .1553 | .1541 | .1531 | .1521 | .1501 | .1483 |
| 5000.00 | 1.2788 | .6789 | .4789 | .3790 | .3190 | .2790 | .2506 | .2290 | .2125 | .2016 | .1927 | .1854 | .1792 | .1739 | .1707 | .1683 | .1662 | .1642 | .1625 | .1610 | .1596 | .1583 | .1572 | .1562 | .1552 | .1530 | .1513 |
| 5250.00 | 1.3132 | .6970 | .4920 | .3893 | .3276 | .2865 | .2571 | .2353 | .2181 | .2070 | .1979 | .1905 | .1840 | .1786 | .1746 | .1721 | .1699 | .1679 | .1662 | .1646 | .1632 | .1619 | .1608 | .1597 | .1587 | .1565 | .1548 |
| 5500.00 | 1.3471 | .7154 | .5046 | .3992 | .3362 | .2939 | .2638 | .2414 | .2238 | .2124 | .2030 | .1955 | .1887 | .1831 | .1783 | .1757 | .1735 | .1715 | .1698 | .1682 | .1667 | .1655 | .1642 | .1631 | .1622 | .1600 | .1582 |
| 5800.00 | 1.3858 | .7357 | .5188 | .4106 | .3459 | .3021 | .2712 | .2479 | .2299 | .2181 | .2084 | .2005 | .1937 | .1880 | .1830 | .1795 | .1773 | .1753 | .1735 | .1719 | .1704 | .1691 | .1679 | .1669 | .1658 | .1636 | .1618 |
| 6100.00 | 1.4247 | .7561 | .5334 | .4218 | .3550 | .3105 | .2785 | .2542 | .2361 | .2240 | .2142 | .2059 | .1989 | .1929 | .1878 | .1832 | .1792 | .1773 | .1758 | .1743 | .1729 | .1717 | .1706 | .1696 | .1685 | .1673 | .1654 |
| 6400.00 | 1.4672 | .7789 | .5493 | .4347 | .3658 | .3198 | .2871 | .2615 | .2430 | .2309 | .2206 | .2122 | .2049 | .1988 | .1934 | .1887 | .1859 | .1838 | .1820 | .1803 | .1788 | .1774 | .1761 | .1750 | .1740 | .1717 | .1698 |
| 6700.00 | 1.5103 | .8016 | .5657 | .4479 | .3766 | .3294 | .2956 | .2700 | .2507 | .2378 | .2272 | .2185 | .2110 | .2047 | .1991 | .1943 | .1926 | .1885 | .1866 | .1849 | .1834 | .1820 | .1807 | .1796 | .1785 | .1761 | .1742 |
| 7000.00 | 1.5533 | .8250 | .5824 | .4615 | .3893 | .3404 | .3055 | .2798 | .2598 | .2463 | .2353 | .2269 | .2186 | .2120 | .2046 | .1998 | .1977 | .1965 | .1905 | .1888 | .1873 | .1859 | .1845 | .1833 | .1823 | .1799 | .1779 |
| 7300.00 | 1.6165 | .8578 | .6048 | .4798 | .4025 | .3519 | .3158 | .2897 | .2696 | .2558 | .2443 | .2353 | .2268 | .2198 | .2120 | .2068 | .2021 | .1981 | .1955 | .1937 | .1921 | .1907 | .1893 | .1881 | .1870 | .1846 | .1825 |
| 7600.00 | 1.6795 | .8908 | .6278 | .4983 | .4175 | .3648 | .3272 | .2995 | .2793 | .2652 | .2533 | .2437 | .2351 | .2277 | .2198 | .2136 | .2088 | .2045 | .2007 | .1980 | .1963 | .1949 | .1935 | .1923 | .1911 | .1887 | .1865 |
| 8000.00 | 1.7483 | .9238 | .6508 | .5144 | .4325 | .3779 | .3389 | .3097 | .2889 | .2736 | .2618 | .2518 | .2403 | .2328 | .2263 | .2207 | .2156 | .2112 | .2072 | .2035 | .2007 | .1982 | .1978 | .1965 | .1953 | .1928 | .1907 |
| 8400.00 | 1.8169 | .9598 | .6755 | .5336 | .4487 | .3919 | .3514 | .3209 | .2973 | .2815 | .2691 | .2576 | .2485 | .2407 | .2339 | .2280 | .2227 | .2180 | .2139 | .2101 | .2067 | .2036 | .2023 | .2010 | .1998 | .1970 | .1949 |
| 8800.00 | 1.8795 | .9933 | .7022 | .5529 | .4649 | .4059 | .3638 | .3322 | .3077 | .2918 | .2776 | .2656 | .2568 | .2486 | .2415 | .2353 | .2298 | .2249 | .2206 | .2168 | .2131 | .2099 | .2070 | .2054 | .2042 | .2011 | .1988 |
| 10000.00 | 1.9475 | 1.0308 | .7295 | .5726 | .4811 | .4201 | .3764 | .3437 | .3182 | .3010 | .2869 | .2750 | .2651 | .2565 | .2491 | .2427 | .2370 | .2319 | .2273 | .2232 | .2195 | .2162 | .2131 | .2103 | .2085 | .2062 | .2039 |

TABLE II

TRAILER OPERATING COST PER MILE AT VARIOUS MILEAGES PER DAY

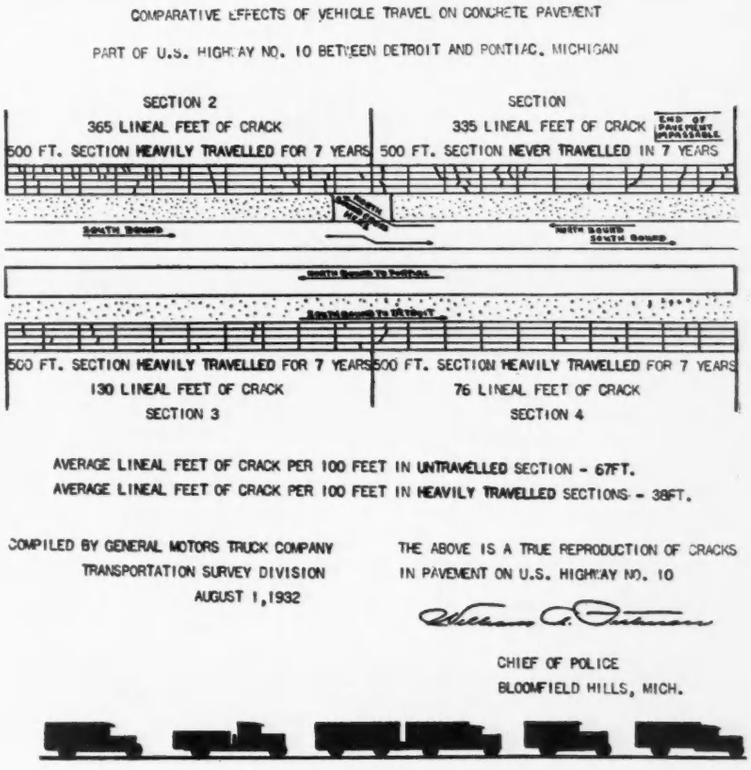
These figures do not include overhead, supervision, special taxes and profit incidental to commercial carrier operation.

| Total Investment | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 | 120 | 130 | 140 | 150 | 160 | 170 | 180 | 190 | 200 | 210 | 220 | 230 | 240 | 250 | 275 | 300 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 500.00 | .0414 | .0857 | .0804 | .0178 | .0162 | .0152 | .0144 | .0136 | .0134 | .0131 | .0128 | .0125 | .0123 | .0122 | .0120 | .0119 | .0118 | .0117 | .0116 | .0115 | .0114 | .0113 | .0113 | .0112 | .0111 | .0110 | |
| $ 600.00 | .0469 | .0891 | .0888 | .0193 | .0184 | .0178 | .0164 | .0158 | .0153 | .0149 | .0145 | .0143 | .0140 | .0138 | .0137 | .0136 | .0134 | .0133 | .0132 | .0131 | .0130 | .0129 | .0128 | .0128 | .0127 | .0126 | .0125 |
| 700.00 | .0544 | .0335 | .0265 | .0231 | .0210 | .0196 | .0186 | .0178 | .0172 | .0168 | .0164 | .0160 | .0158 | .0156 | .0154 | .0152 | .0150 | .0149 | .0148 | .0147 | .0146 | .0145 | .0144 | .0143 | .0142 | .0141 | .0140 |
| 800.00 | .0627 | .0363 | .0305 | .0265 | .0241 | .0225 | .0213 | .0204 | .0198 | .0192 | .0188 | .0185 | .0181 | .0178 | .0177 | .0174 | .0172 | .0171 | .0170 | .0168 | .0167 | .0166 | .0165 | .0164 | .0163 | .0161 | .0160 |
| 900.00 | .0695 | .0429 | .0339 | .0296 | .0268 | .0250 | .0237 | .0227 | .0220 | .0214 | .0209 | .0205 | .0202 | .0198 | .0196 | .0194 | .0192 | .0190 | .0189 | .0187 | .0186 | .0185 | .0184 | .0183 | .0182 | .0180 | .0178 |
| 1000.00 | .0777 | .0477 | .0377 | .0327 | .0297 | .0277 | .0263 | .0252 | .0243 | .0237 | .0232 | .0227 | .0223 | .0220 | .0217 | .0215 | .0213 | .0210 | .0208 | .0207 | .0206 | .0204 | .0203 | .0202 | .0201 | .0199 | .0197 |
| 1200.00 | .0875 | .0539 | .0426 | .0370 | .0337 | .0314 | .0298 | .0286 | .0277 | .0269 | .0263 | .0258 | .0254 | .0250 | .0248 | .0244 | .0242 | .0239 | .0238 | .0236 | .0234 | .0233 | .0231 | .0230 | .0229 | .0227 | .0224 |
| 1400.00 | .0974 | .0601 | .0476 | .0414 | .0376 | .0352 | .0334 | .0321 | .0310 | .0302 | .0295 | .0289 | .0284 | .0280 | .0277 | .0274 | .0271 | .0269 | .0266 | .0264 | .0263 | .0261 | .0259 | .0258 | .0257 | .0254 | .0252 |
| 1600.00 | .1071 | .0661 | .0524 | .0456 | .0415 | .0387 | .0368 | .0354 | .0342 | .0333 | .0326 | .0319 | .0314 | .0310 | .0308 | .0302 | .0299 | .0297 | .0294 | .0292 | .0290 | .0288 | .0287 | .0285 | .0284 | .0281 | .0278 |
| 1800.00 | .1168 | .0722 | .0573 | .0498 | .0454 | .0424 | .0402 | .0386 | .0375 | .0364 | .0356 | .0350 | .0344 | .0339 | .0335 | .0331 | .0327 | .0324 | .0322 | .0320 | .0317 | .0316 | .0314 | .0312 | .0311 | .0307 | .0305 |
| 2000.00 | .1265 | .0782 | .0620 | .0540 | .0491 | .0459 | .0436 | .0419 | .0405 | .0395 | .0386 | .0379 | .0373 | .0367 | .0363 | .0358 | .0355 | .0352 | .0349 | .0346 | .0344 | .0342 | .0340 | .0338 | .0337 | .0333 | .0330 |
| 2200.00 | .1362 | .0842 | .0669 | .0582 | .0530 | .0496 | .0470 | .0452 | .0437 | .0425 | .0417 | .0409 | .0402 | .0396 | .0391 | .0387 | .0383 | .0380 | .0377 | .0374 | .0372 | .0369 | .0367 | .0365 | .0363 | .0360 | .0357 |
| 2400.00 | .1457 | .0901 | .0715 | .0622 | .0567 | .0529 | .0502 | .0484 | .0468 | .0455 | .0445 | .0436 | .0430 | .0424 | .0418 | .0413 | .0409 | .0406 | .0403 | .0400 | .0397 | .0394 | .0393 | .0390 | .0389 | .0384 | .0381 |
| 2600.00 | .1553 | .0960 | .0762 | .0663 | .0603 | .0564 | .0536 | .0514 | .0498 | .0485 | .0474 | .0465 | .0457 | .0451 | .0445 | .0440 | .0436 | .0432 | .0428 | .0425 | .0423 | .0420 | .0417 | .0415 | .0413 | .0408 | .0406 |
| 2800.00 | .1649 | .1018 | .0808 | .0704 | .0640 | .0597 | .0568 | .0545 | .0528 | .0514 | .0502 | .0493 | .0485 | .0478 | .0472 | .0467 | .0462 | .0458 | .0455 | .0451 | .0448 | .0445 | .0443 | .0441 | .0438 | .0434 | .0430 |
| 3000.00 | .1743 | .1077 | .0854 | .0743 | .0678 | .0631 | .0601 | .0577 | .0558 | .0543 | .0531 | .0521 | .0512 | .0505 | .0499 | .0494 | .0489 | .0484 | .0480 | .0477 | .0473 | .0471 | .0468 | .0465 | .0463 | .0459 | .0454 |
| 3200.00 | .1849 | .1139 | .0902 | .0784 | .0713 | .0668 | .0632 | .0606 | .0587 | .0571 | .0558 | .0548 | .0538 | .0530 | .0524 | .0518 | .0513 | .0508 | .0504 | .0500 | .0497 | .0494 | .0491 | .0488 | .0486 | .0481 | .0476 |
| 3400.00 | .1949 | .1208 | .0954 | .0829 | .0751 | .0700 | .0665 | .0637 | .0617 | .0599 | .0585 | .0574 | .0564 | .0556 | .0548 | .0542 | .0537 | .0531 | .0527 | .0523 | .0519 | .0516 | .0513 | .0511 | .0508 | .0503 | .0498 |
| 3600.00 | .2105 | .1285 | .1012 | .0874 | .0794 | .0739 | .0700 | .0670 | .0647 | .0629 | .0614 | .0602 | .0591 | .0582 | .0575 | .0568 | .0562 | .0557 | .0551 | .0547 | .0543 | .0539 | .0536 | .0533 | .0531 | .0525 | .0520 |
| 3800.00 | .2253 | .1372 | .1074 | .0927 | .0839 | .0780 | .0738 | .0705 | .0681 | .0662 | .0646 | .0632 | .0620 | .0611 | .0602 | .0595 | .0589 | .0583 | .0577 | .0573 | .0569 | .0565 | .0561 | .0558 | .0555 | .0549 | .0543 |
| 4000.00 | .2429 | .1466 | .1146 | .0984 | .0889 | .0823 | .0778 | .0743 | .0717 | .0695 | .0678 | .0663 | .0651 | .0640 | .0631 | .0622 | .0616 | .0609 | .0604 | .0598 | .0594 | .0590 | .0586 | .0582 | .0579 | .0572 | .0566 |
| 4200.00 | .2616 | .1569 | .1220 | .1044 | .0941 | .0871 | .0820 | .0782 | .0754 | .0731 | .0711 | .0696 | .0682 | .0671 | .0661 | .0652 | .0644 | .0637 | .0631 | .0626 | .0621 | .0618 | .0612 | .0607 | .0605 | .0597 | .0591 |
| 4400.00 | .2747 | .1644 | .1276 | .1092 | .0981 | .0908 | .0855 | .0818 | .0785 | .0761 | .0741 | .0724 | .0710 | .0698 | .0687 | .0678 | .0670 | .0663 | .0656 | .0650 | .0645 | .0640 | .0636 | .0632 | .0628 | .0620 | .0614 |
| 4600.00 | .2868 | .1714 | .1330 | .1138 | .1023 | .0944 | .0889 | .0848 | .0816 | .0791 | .0770 | .0753 | .0738 | .0725 | .0714 | .0704 | .0696 | .0688 | .0681 | .0675 | .0670 | .0665 | .0660 | .0656 | .0653 | .0644 | .0637 |
| 4800.00 | .2988 | .1783 | .1382 | .1180 | .1060 | .0980 | .0922 | .0880 | .0845 | .0819 | .0797 | .0779 | .0764 | .0750 | .0739 | .0729 | .0720 | .0712 | .0705 | .0699 | .0693 | .0687 | .0683 | .0678 | .0674 | .0666 | .0658 |
| 5000.00 | .3108 | .1853 | .1433 | .1226 | .1099 | .1015 | .0956 | .0911 | .0876 | .0848 | .0825 | .0808 | .0790 | .0777 | .0764 | .0754 | .0745 | .0736 | .0729 | .0723 | .0716 | .0711 | .0706 | .0702 | .0697 | .0688 | .0681 |



# AN UNUSED ROAD CAN CRACK MORE THAN ONE THAT'S USED

## Section of Concrete Barred for 7 Years Shows 75 Per Cent More Length of Cracks Than Heavily Traveled Road


COMPARATIVE EFFECTS OF VEHICLE TRAVEL ON CONCRETE PAVEMENT
PART OF U.S. HIGHWAY NO. 10 BETWEEN DETROIT AND PONTIAC, MICHIGAN
SECTION 2
365 LINEAL FEET OF CRACK
500 FT. SECTION HEAVILY TRAVELLED FOR 7 YEARS
SECTION
335 LINEAL FEET OF CRACK
500 FT. SECTION NEVER TRAVELLED IN 7 YEARS
END OF PAVEMENT IMPASSABLE
SOUTH BOUND
NORTH BOUND
SOUTH BOUND
500 FT. SECTION HEAVILY TRAVELLED FOR 7 YEARS
130 LINEAL FEET OF CRACK
SECTION 3
500 FT. SECTION HEAVILY TRAVELLED FOR 7 YEARS
76 LINEAL FEET OF CRACK
SECTION 4
AVERAGE LINEAL FEET OF CRACK PER 100 FEET IN UNTRAVELLED SECTION - 67FT.
AVERAGE LINEAL FEET OF CRACK PER 100 FEET IN HEAVILY TRAVELLED SECTIONS - 38FT.
COMPILED BY GENERAL MOTORS TRUCK COMPANY
TRANSPORTATION SURVEY DIVISION
AUGUST 1, 1932
THE ABOVE IS A TRUE REPRODUCTION OF CRACKS IN PAVEMENT ON U.S. HIGHWAY NO. 10
CHIEF OF POLICE
BLOOMFIELD HILLS, MICH.

Map of four 500 ft. sections of seven-year-old concrete Highway No. 10 between Detroit and Pontiac, Mich., showing the actual lineal feet of cracks in each section. Sections two, three and four were heavily traveled for seven years, while section one, on account of right of way litigation, has been in disuse for the same period

BECAUSE highways crumple, break and deteriorate there seems to be a tendency to single out the truck because of its size as the guilty culprit. As a matter of fact, a highway can actually break up in a comparatively short period of time without so much as a bicycle tire to rub its surface.

According to some very interesting facts, which follow, relative to vehicle travel effects on highway construction, dug up by Pierre Schon, sales engineer, General Motors Truck Co., Old Man Weather and Highway Specifications play powerful parts in the cracking process of concrete pavements. Read the facts and tell others about them, particularly your representatives in the Legislatures.

Mr. Schon speaking: The American Road Builders Association recently issued a report, Bulletin No. 28, which covered a most exhaustive study of 6700 miles of concrete pavement in 11 different states. Particular attention was given in this study to cracking of concrete pavement slabs for the reason that road builders consider cracking as primary evidence of weakness or deterioration. The report states as follows: *"The summary of such studies did not show any definite or consistent influence of traffic on transverse cracking where the cross-sections used were adequate to carry the loads imposed on them."*

In close proximity to our factory in Pontiac we had occasion to make a survey of the effects of vehicle traffic on concrete pavements on U. S. Highway No. 10, between Detroit and Pontiac. Part of this highway was constructed over seven years ago, and due to right-of-way litigation a 500-ft. concrete pavement section in this highway has never been subjected to vehicle traffic of any kind for seven years, yet this particular untraveled section of pavement shows an extremely high percentage in lineal feet of transverse cracks, as compared with the remaining part of this highway, bearing the heaviest kind of traffic during these seven years.

Our Michigan law allows 18,000 lb. per axle on solid tires. Truck trailer trains weighing up to 100,000 lb. gross are traveling this highway day and night, transporting heavy tonnage of castings, forgings and other materials to the manufacturing plants in this highly industrialized area. Regardless of these heavy vehicle weights, a survey of a 1500-ft. section shows an average of only 38 lineal ft. of transverse cracks in the concrete, while the 500-ft. section never subjected to vehicle travel of any kind for over seven years shows an average of 67 lineal ft. of cracks per 100 ft. of pavement.

# THE PRO AND CON OF

## The CON:

**By Col. G. A. Green, vice-president in charge of operations, General Motors Truck Co.**

## Who Declares:

**The stiffness of a frame is not influenced by heat-treatment and obviously stiffness is a quality of first importance because bending loosens rivets and bolts securing chassis cross-members and severely strains body structure**

IN the early days of the automotive industry, side rails of heat-treated alloy, or high carbon steel, were used in the frames of some of the higher priced automobiles. Manufacturers of these automobiles claimed that such heat-treated frames possessed materially longer life.

Experience has demonstrated, however, that properly designed frames can be built of non-heat-treated carbon steel which will last fully as long as the life of the average automobile. The result is that, to the best of our knowledge, no heat-treated frames are now being used in American automobiles.

At the present time, certain trucks with a rated capacity of 2½ tons and over are using frames with heat-treated side rails made from high carbon, high manganese or chrome-nickel steel. Some engineers formerly claimed that such heat-treated frames possessed higher physical properties and that therefore the gross weight of a vehicle could be materially reduced, without sacrificing strength, by substituting lighter gage heat-treated side rails for heavier gage non-heat-treated stock. This contention, however, is not tenable, since the stiffness of a frame is not influenced by heat treatment and obviously stiffness is a quality of first importance.

Frames of insufficient stiffness will, of course, bend under a load—and if the bend is very severe the side rails will be permanently deformed. Then, too, if bending occurs often enough, the rails will break. A heat-treated frame, whether it is made from carbon or alloy steel, will bend just as readily as a non-heat-treated carbon-steel frame. In fact, if two frames—one made from non-heat-treated carbon steel, the other from heat-treated alloy steel, but identical as regards structure, section, depth, etc.—are overloaded until bending takes place, the amount of bending under the same load will be identical in both cases.

Actually the only advantage possessed by the heat-treated frame is that it may bend a larger number of times without failure. *But the fact that a frame bends indicates that it lacks stiffness.* Of course, if bending is so severe as to stress the material beyond its elastic limit and thus break or deform it permanently, then, obviously, that frame is insufficiently stiff or an insufficient stiffness safety factor has been provided. And while it is true that the use of heat-treated alloy steel in the side rails would lengthen their life and defer their complete failure—yet the bending would be definitely harmful to both the chassis and body. The rivets or bolts securing the cross-members would become loose and perhaps shear off. Then, too, the body structure would be severely strained. These tendencies are particularly serious in the case of van bodies.

In designing a modern truck frame, the side-rail dimensions are developed primarily with the idea of providing adequate stiffness, and, while opinions may differ as to the permissible amount of bending, and while an attempt is usually made to keep this down to the minimum, if the designer ignores this condition entirely the side-rail dimensions could, of course, be decreased, and if heat-treated alloy steel were used the side-rail life would be prolonged and perhaps breakage eliminated. This is, of course, purely speculative, but it is not possible to employ very thin sections, regardless of whether heat-treated or non-heat-treated side-rail material is used, because the thin edges tend to shear the bolts or rivets, and the slightest looseness will bring about elongation of the side-rail rivet or bolt holes.

The accepted method—in fact, the only known method—by which frame side-rail strengths may be compared, is to calculate and compare their section moduli. This is a measure of the strength of a body subjected to either bending or torsion. Section modulus pertaining to bending is known as Plain Section Modulus; that pertain-

TURN TO PAGE 28, PLEASE

# HEAT-TREATED FRAMES

## The PRO:

**By M. L. Fox, chief engineer, Parish Pressed Steel Co.**

## Who Declares:

**Desirability of extreme stiffness is a subject open to argument. Even if it were ideal it can never be attained with present-day materials. The best steel to use for side rails is one with highest possible fatigue value. This is heat-treated alloy**

WOULD you use axle beams, spline shafts, or gears three or four times as bulky and heavy as necessary just so that they could be made without using a heat treatment on the steel?

Now what is the difference whether you're considering a set of axles, transmission gears or a pair of frame side rails? Is there anyone qualified to say which is the most important unit in a complete truck? Making such a decision is about as easy as deciding which is the most important link in a chain or which tooth on a gear is most important.

Every argument being advanced against heat-treated frame side rails today is being brought forth for either one of four reasons. The manufacturer may be mistaken in regard to the actual cost difference involved. He may not have the proper engineering and production staff to design and properly manufacture and heat-treat side rails. He may be the victim of antiquated ideas and knowledge pertaining to both the manufacture and use of heat-treated side rails. Or he may not have given proper consideration to the economic benefits derived by an operator of a vehicle equipped with heat-treated side rails.

The arguments most frequently advanced against the use of heat-treated side rails are:

They are too expensive;

They are too difficult to manufacture;

They cannot be held uniform in hardness;

They cannot be held straight;

They are too hard to repair in case of accident;

They do not make a stiffer frame.

Each one of these points will be covered thoroughly and its fallacy shown.

Every argument advanced is, or has been in the past, equally applicable to every heat-treated part of every truck and automobile ever manufactured.

Any part of a truck now being made of heat-treated alloy steel could be designed to be made from low carbon mild steel. Of course, it would weigh anywhere from two to 10 times as much as the properly manufactured part, but it would be just as strong—when new.

Most arguments against heat-treated side rails are based on the historical aspects of the case, referring frequently to "automobile." They point out the fact that non-treated rails last the full life of the modern car, although early designers used heat-treated rails in passenger cars. This fact is true and freely acknowledged. What we do not acknowledge, however, is that the history of passenger cars and trucks is comparable or that the same conclusions are to be made from past experience in designing and servicing the two lines. Passenger cars have a definitely established maximum load. Their load cannot be concentrated to an extent that will cause excessive stress. In trucks the conditions are reversed. The only control exercised over these two conditions is at the tender mercy of an operator trying to put on more pay load. That this is an established fact is proved by the fact that no passenger car manufacturer has ever been successful in using the same chassis for a truck subject to load variations.

As far as expense is concerned, there is no doubt but that the original pair of side rails, heat-treated, show a greater first cost. But the ratio of difference, when the rails are properly made and handled during manufacture, is surprisingly low compared to the benefits obtained. Progressive fleet owners who actually know what their costs are claim as high as $600 a year pay load advantage for each 100 lb. of dead weight saved. From a strict operating cost angle, a 500 lb. saving on a pair of rails represents 25,000 ton miles of dead weight carried uselessly during a 100,000-mile truck life.

Many difficulties have been overcome in the successful manufacture of heat-treated frames. The correct manufacture of heat-treated side rails

requires more care and control than processing smaller heat-treated units because of their extreme length. Both alloy and carbon steel must be properly made and handled starting at the open hearth. Strict laboratory control of analysis and rolling is absolutely essential at the steel mill. Close check must be made of every heat at the frame plant to insure proper processing through the various stages of manufacture. Special machine equipment and furnaces, developed through years of experience, are in constant use for obtaining uniformity of hardness and straightness. Side rails are being made every working day in the year, heat-treated to very close hardness tolerances, and held straighter than the average low carbon steel as made in shops not specializing on heavy duty rails.

When properly quenched the rails need little more straightening to reach an equal degree of quality than does a non-treated carbon steel rail as it leaves the forming does in the press. This freedom from distortion is obtained by using special properly designed and fully adjustable fixtures for quenching and drawing the side rails in addition to accurately controlling temperatures of furnaces and quenching solution.

While it is true that making side rails under these conditions is more difficult than merely making any kind of a rail the increased load capacity and life are well worth the effort and slight extra expense involved.

## Heating Effects

Another argument for not using heat-treated side rails is that they should not be straightened cold. It is true that heat-treated steel should not be heated for making repairs. It is equally true that no frame should be heated either on flange or web alone. Heating of this kind sets up a severe strain. Any heating done on frame should cover complete cross-section of side rail. Is it not better to repair all frames by restraightening bars and reinforcing with fish plate or channel reinforcement? Heating then is only done on edge where it does no harm. If, in spite of the educational work every manufacturer has done among his service organization against the use of heat application for straightening frames, they should heat the rails locally and lose some of the benefits of heat treatment, the rail at the heated spot would still be stronger than, and equally as stiff as, a side rail which was made of non-heat-treating material to start with. It is readily apparent from attached tests of sections of treated and untreated frame sets that the treated carbon steel frames are 20 per cent stronger and the alloy frames 60 per cent stronger after treating throughout and allowing to cool in the air than not treated frames.

Furthermore, a frame bent so badly as to need the application of heat to straighten it should be torn from the chassis assembly and repaired and checked more thoroughly than makeshift garage-floor methods allow. Improperly straightened frames cause too many cases of misalignment of wheels, strained springs and shackles, hard steering, bad braking and similar troubles to be either safe or economical.

## Elasticity

Heat-treated frames are not stiffer than frames not treated. Since stiffness, in the sense of the term used, depends on the modulus of elasticity of the material used, and since this property of steel is the same whether the steel is treated or untreated, the stiffness is naturally not increased by heat treating. Flexing starts immediately when the first pound of load is placed and continues in direct proportion to the load until the elastic limit of the material in the rail is reached. After the elastic limit is reached the proportion of sag increases materially for all further weight loaded. But what is more important is that after this limit is reached the rail will not come back to its original straight shape when relieved of the load. It has taken a permanent set which can only be remedied by a major repair to the frame. Obviously it is to an operator's advantage to own a truck having heat-treated side rails with an elastic limit two and a half or three times as great as untreated carbon steel rails. He can load two and one-half to three times as much payload without incurring the danger of deforming the rails so repairs become necessary. The fact is that when using alloy steel the elastic limit and fatigue value are both increased to at least 250 per cent of the values for low carbon untreated side rails. The actual typical physical properties of various side rail materials are:

| | Elastic Limit | Ultimate Strength | Elong. in 2" | Reduction of area. |
|---|---|---|---|---|
| .17% Carbon St. (Untreated) | 36,000 | 57,000 | 28% | 55% |
| .30% Carbon St. (Heat Treated) | 60,000 | 85,000 | 22 | 50 |
| Alloy Steel (Heat Treated) | 80,000 | 100,000 | 18 | 50 |

It should be borne in mind that these figures for heat-treated bars are the guaranteed minimum. Actual production practice runs up to 25 per cent more elastic limit. The hardness in any one bar is held to a maximum variation of Brinnell impression diameter of plus or minus fifteen hundredths millimeter. Given this increase of physical properties of steel, any chassis engineer can design side rails just as stiff as he wants them, still saving weight and increasing frame life by taking full advantage of the increased physical properties of the material at his disposal. We say an engineer can design side rails as stiff as he wants them, rather than as stiff as necessary, for two reasons. First, the desirability of extreme stiffness in a truck frame is a subject still open to much argument. Two schools of engineers pursuing diametrically opposite ideas of design have not been able to convince each other, up to this time, which is right. This being the case, and besides, realizing that even if absolute stiffness really is an ideal condition, it can never be attained with present day materials in the room available for a frame, we advance our second point: as long as rails must flex vertically, horizontally and torsionally, and stresses do reverse themselves and vibration does have to be contended with, the best steel to use for side rails is one with highest possible fatigue value. This, of course, is heat-treated alloy.

Twenty-seven years of experience in manufacturing heat-treated frames, coupled with the introduction of the best equipment that could be built for manufacturing same, has led to the point where every heat-treated frame manufactured is guaranteed as to physical properties. No side rail has been replaced for this reason in five years.

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## The CON of Heat-Treated Frames

CONTINUED FROM PAGE 26

ing to torsion is called Polar Section Modulus. Section modulus is used for direct maximum stress computations in bending or torsion, and it takes into account all dimensional differences; consequently, the ability of two side rails to withstand bending or torsional loads may be compared directly by their section moduli, irrespective of the side-rail depths, thicknesses, flange widths, etc. Assuming that two side rails are dimensionally alike, one made from heat-treated alloy steel, and the other from untreated carbon steel, the section modulus will be identical in both cases. This is merely another way of saying that the deflection and stress of side rails will be alike for a given load.

Briefly, from our viewpoint, the disadvantages of either heat-treated alloy steel or carbon side-rail stock are:

(a) The side rails are necessarily long, and since they must be taken out of the furnace in a highly heated condition, they must be extremely carefully handled to avoid bending. It is quite a problem to do this and at the same time to provide for rapid and uniform quenching. Any lack of uniformity in the heat treatment will, of course, produce disastrous results.

(b) Heat-treated frame side rails must be straightened after quenching, and, if excessive bending or distortion has taken place

TURN TO PAGE 37, PLEASE

# House-to-House Trucks Are Cream of Dairy Show Display

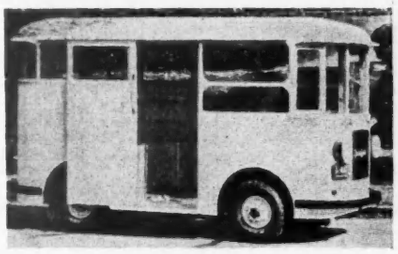
## Two New Models Make Their Debut. Large Truck Refrigeration Display Reveals a New Idea in Storing "Cold"

If attendance at the recent Seventh Dairy Industries Exposition held at Detroit, exhibits and developments, topped off with actual sales on the show floor, are notes of the general business tone in the dairy industry then depression blues, here at least, are fading out. Attendance was large, exhibits many and developments impressive. Of particular interest to the automotive industry is the fact that this exposition, devoted to all phases and departments of the dairy industry, placed great emphasis on transportation. The large chunk of show space absorbed this year by exhibitors of trucks, bodies and refrigerator units and equipment exceeded by far the space occupied at Atlantic City, and that was a record-breaking year.

House-to-house units, motor vehicles, which during the last few years have made great inroads in Dobbin's formerly exclusive domain, took the lead as automotive space users this year. No less than ten vehicles of this type were displayed—five were old-timers, that is, they were on exhibit last year, namely, Continental-Divco, Ford Standrive, Chevrolet - DeKalb, Walker Electric and Ward Electric. The remainder are newcomers: White-Indiana, International Harvester, Federal, Studebaker - Edwards Mono-trol and Twin Coach front drive. Details of the last two, announced for the first time at the show, will follow.

Besides these delivery units motor equipment designed and built to meet the transportation and delivery needs in all departments of the dairy industry—milk, ice cream, cheese, butter, etc.—was on display, including light delivery, fast express, heavy-duty, collection, wholesale, and tank truck chassis with and without bodies.

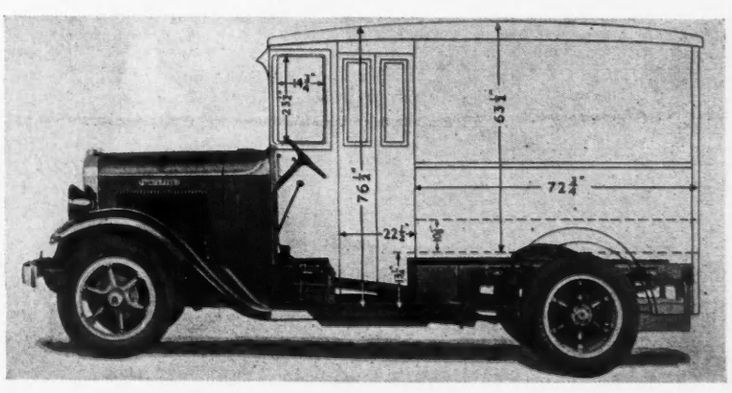
Cold transportation continued to stand out as a feature of the Dairy Exposition. There were any number of attractively finished dry-ice and mechanically refrigerated bodies on exhibit as well as refrigerating units independent of the body. Laurels for the smallest refrigeration unit at the show goes to the Hercules body company because of its new dry-ice body, a 90-gal. affair, mounted on a ½-ton Chevrolet chassis. Of considerable interest, as a new idea in cold transportation, was the latest venture of R. E. Olds, a body designated as Kolbhold. This body is virtually a storage battery of refrigeration, being similar to the cold-can principle except that two or more partition formed compartments instead of removable cans are used. These partitions, relatively narrow in width, are actually sealed tanks, in which evaporators are immersed in a refrigerating solution, mixed to freeze at any desired temperature. At night a compressor, carried in the body, is plugged into a light socket freezing the solution and storing ample refrigeration to maintain a constant temperature in the body for 15 hours or more. The Koldhold factory is in Greenville, Mich.



Twin Coach front drive delivery unit

Edwards Mono-Trol, one of the new house-to-house units, is a product of three corporations, Studebaker, Edwards and Bendix. It is of 1½ tons capacity, powered by a six and as its name indicates, controlled by a single lever. The mechanism, which permits the operator to drive seated or standing is a combination of the Bendix automatic clutch control equipment and the Bendix B-K Booster brake. By moving the single control downward the clutch is automatically engaged and the engine accelerated. To coast, the lever is moved to a neutral position, which closes the throttle and disengages the clutch. Upward movement of lever applies the brakes, which action is supplied by the B-K Booster. A hand brake is located to the right of the gear shift lever.

The Fageol Brothers in presenting their Twin Coach front drive delivery unit excited considerable technical interest. Not only is their drop frame unit front driven but actually unique in the placement of the engine ahead of the axle. The front axle is of special design with forged steel gooseneck ends, yokes and spindles. Power from the 4-cylinder engine is transmitted through transmission, worm-drive and differential gears combined in an aluminum case and roller bearing type universal joints to the front wheels. The clutch is a Powerflo, which engages and disengages centrifugally. Brakes are Bendix, front and rear. The front brakes mounted on each side of the transmission are operated by pedal and lever. The rear by an emergency lever. The body is offered in three options of material: all steel framework and panels; steel frame and Nicral panels and Nicral frame and panels. Joints are riveted or welded. Floor and platforms are of ⅛-in. "Diamondette" plate aluminum and all risers are of Nicral sheet except on all-steel models which have plywood floor and steel. With a platform loading spacing of 31 sq. ft. a capacity of 30 cases is furnished. Weight varies according to material: All Nicral, 2300 lb.; Nicral panels, 2475 lb. and all steel 2650 lb. The price is $1,250, f. o. b. Kent, Ohio.




Studebaker-Edwards Mono-trol

# STATE MOTOR VEHICLE SIZE

The Starred (★) States Are Those That Made Changes in

| STATE | NUMBER OF TRAILERS PERMITTED | LENGTH (in.) | WIDTH (in.) | HEIGHT (in.) | FOUR-WHEEL TRUCK GROSS (2 Axles) | SIX-WHEEL TRUCK GROSS (3 Axles) | TRACTOR & SEMI-TRAILER GROSS (3 Axles) | TRUCK & 4-WHL. TRAILER GROSS (4 Axles) | TRACTOR SEMI & 4-WHEEL TRAILER GROSS (5 Axles) | TRACTOR 4-WHEEL SEMI & 6-WHEEL TRAILER GROSS (7 Axles) | LOAD PER INCH TIRE WIDTH | AXLE LOAD | MINIMUM AXLE SPACE (in.) | Must Trailers Have Brakes? | Must Trailers Have Clearance Lights? | What Reciprocity is Permitted? |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ★ALA... | 1½ | 33u 45c | 96 | 12 | 24,000 | 32,000 | 32,000 | 32,000 | 32,000 | 32,000 | n.r. | 12,000 | 40(r) | n.s. | yes | none |
| (48) | ½ | 30u 40c | 96 | 12 | 20,000 | 20,000 | 20,000 | n.p. | n.p. | n.p. | n.r. | n.s. | n.s. | n.s. | yes | none |
| ARIZ... | 1½ | 33u 85c | 96 | 14½ | 22,000 | 34,000 | 34,000 | 44,000 | 56,000 | 68,000 | 700 (flange) | 18,000 | n.s. | n.s. | (no info.) | (no info.) |
| ARK... | 2 | 33u 85c | 96 | 14½ | 22,000 | 30,000 | 30,000 | 44,000 | 52,000(1) | 52,000(1) | (a) (2) (p) (3) | n.r. | 96(f) | n.s. | (no info.) | (no info.) |
| ★CAL... | 1½ | 33u 60c | 96 100 (p) | 12½ | 22,000 | 34,000 | 34,000 | 44,000 | 56,000 | 68,000 | 600(s)(base) 500 (metal) | 17,000 | 40(r) | no | yes | none |
| ★COLO.. | 1½ | 33u 60-85c | 96 | 12½ | 20,000 | 40,000 | 40,000 | 60,000 | 70,000 | 80,000 | 800 (flange) | 20,000 | 40(r) | yes | yes | none |
| ★CONN. | 1½ | 40 | 102 | n.s. | 26,000(s) 32,000(p) | 26,000(s) 40,000(p) | 26,000(s) 40,000(p) | 26,000(s) 40,000(p) | n.p. | n.p. | 800(s)(channel) n.r.(p) | n.r. | n.s. | yes | yes, if over 72 in. wide | equal (a) |
| ★DEL... | 1½ | 33u 60c | 96 | 12½ | 22,000(s) (4)26,000(p) | 22,000(s) (5)36,000(p) | 38,000(s) 40,000(p) | (6) | n.s. | n.s. | 700(s)(flange) 700(p)(casing) | 16,000(s) 18,000(p) | n.s. | yes | yes | equal |
| ★FLA.... | 1 | 35u 45c | 84 | 12 | 8,000(s) (8)16,000(p) | 8,000(s) (8)16,000(p) | 8,000(s) (8)16,000(p) | 11,000(s) 24,000(p) | 11,000(s) 24,000(p) | 11,000(s) 24,000(p) | 600(s)(contact) 600(p)(flange) (9) | 16,000(10) | n.s. | yes | yes | (7) |
| ★GA..... | n.r. | 30u 85c | 96 | 12½ | 22,000 | 39,600(11) | 39,600(11) | 44,000 | 61,600 | 83,000 | 800(flange) | 17,600 | n.s. | n.s. | yes | for hire no; others 4 trips per month |
| ★IDAHO | 1½ | 33u 85c | 96 | 14 | 24,000 | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 | 800 | 16,000 | 120(f)(12) 40(r) | no | no | none |
| ★ILL.... | n.r. | 35u (13) 65c (14) | 96 | n.r. | 24,000 | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 | 800 | 16,000 | 40(r) | yes | yes | equal |
| IND... | 1½ | 33u 40c | 96 | 12 | 19,200s (15) 24,000p (15) | 19,200s (15) 24,000p (15) | 19,200s (15) 24,000p (15) | 19,200s (15) 24,000p (15) | 19,200s (15) 24,000p (15) | 19,200s (15) 24,000p (15) | 640(s)(flange) 800(p)(flange) | 12,800(s) 16,000(p) | n.s. | n.s. | (no info.) | (no info.) |
| ★IOWA.. | n.r. | 30u 45c | 96 | 13 | 450(L+53½) (g) | Same | Same | Same | Same | Same | n.s. | 14,000(s) 16,000(p) | n.s. | n.s. | yes | equal |
| KAN... | 1 | 35u 53c | 96 | 13 | 24,000(16) 28,000 on duals | 34,000 | 46,500 | 56,000 | n.p. | 56,000 | n.s. | 16,000 18,500 on duals | n.s. | n.s. | (no info.) | (no info.) |
| ★KY..... | ½ | 28½u 30c | 96 | 11½ | 18,000(17) | 18,000(17) | 18,000(17) | n.p. | n.p. | n.p. | n.r. | n.r. | n.r. | n.s. | n.s. | n.s. |
| ★LA.... | 1½ | 33u 55c (18) | 96 | 12½ | 7,000 net load | 10,000 net load | 10,000 net load | 10,000 net load | n.p. Jan. 1934 | n.p. Jan. 1934 | 600 | n.r. | (no info.) | n.s. | yes | equal (a) |
| ★ME.... | 1 | 36u (w) | 96 | 12½ | 20,000(s) 24,000(p) | 27,000 | 27,000 | 27,000 | n.p. | n.p. | 700(s)(flange) 600(p)(flange | 16,000(s) 18,000(p) | n.s. | n.s. | yes | all over 1½ ton must reg. |
| ★MD... | n.r. | n.r. | 93 | n.r. | 25,000 | 40,000 | 40,000 | 50,000 | 65,000 | 80,000 | 650(s) n.r.(p) | n.s. | n.s. | no | no | equal; public carriers no |
| ★MASS.. | 1½ | 28u 40c | 96 | n.s. | 28,000(s) 30,000(p) | 40,000 | 40,000 | n.s. | n.s. | n.s. | 800 | n.s. | n.s. | n.s. | yes, if 3 tons and over | equal; but permit after 30 days no fee |
| ★MICH.. | 2 | 40u 60c | 96 | 14 | (20) | (20) | (20) | (20) | (20) | (20) | 700 | 18,000(20) | n.s. | n.s. | yes | 10 days; not for hire |
| ★MINN.. | 2 | 35u 62c | 96 | 12½ | Based on axle load | Based on axle load | Based on axle load | Based on axle load | Based on axle load | Based on axle load | n.r. | 18,000(22) 12,000(22) | n.s. | n.s. | yes, if over 80 in. wide | equal (a) |
| ★MISS... | n.s. | 33u 50c | 96 | 12½ | 22,000 | 22,000 | 22,000 | 30,000 | 30,000 | 30,000 | 700 | 12,000 | n.s. | yes | yes, if over 84 in. wide | no |
| ★MO.. | 1 | 33u 40c | 96 | 12½ | 24,000 28,000(24) | 38,000 42,000(24) | 38,000 | 48,000 | n.p. | n.p. | 600(flange) | 16,000 22,400(24) | n.s. | n.s. | yes | equal |
| ★MONT. | 1½ | 33u 60c | 96 | 14½ | 24,000 | 34,000 | 40,000 | 48,000 | 58,000 | 68,000 | 800 | 13,000 and 16,800(25) | 96(f) | no | no | 90 days |
| ★NEB... | 1½ | 35u 50c | 96 | 12 | 14,000 net load (26) | 14,000 net load (26) | 14,000 net load (26) | n.s. | n.p. | n.p. | 700 | n.s. | (no info.) | n.s. | yes | equal (a) |

**REFERENCE TABLE**

a—semi-trailer
1—semi or full trailer
1½—semi plus one full
2—two trailers, either type
a—with reservations
c—combination of units
f—distance between first two axles
g—where weight is given by formula
L—is distance in feet between front and last axles
n.p.—not permitted
n.r.—no restriction
n.s.—not specified
p—pneumatic tires
r—distance between last two axles
s—solid tires
t—distance between tractor axle and semi-trailer axle
u—single unit
w—minimum trailer limit 26 ft.—no combination limit per se
1—10,000 lb. payload maximum on any full trailer regardless of number of axles
2—graduating scale from 2 in.—700 lb. to 14 in.—9000 lb. solid
3—graduating scale from 3½ in.—1400 lb. to 10 in.—8000 lb. pneumatic
4—with power brakes on rear axles; without, 36,000 lb.
5—38,000 with power brakes on both axles
6—Full trailers are limited to 10,000 lb.
7—Loaded certificated common, contract and for-hire trucks are permitted entry—applies to uncrated merchandise only
8—24,000 lb. if common or contract carrier, but Commission limits gross to 22,000 lb., no single unit to exceed 20,000 lb. without special permission or brakes. Tractor and semi-trailer is one unit
9—Common or contract carriers 550
10—In counties specified by County Commissioners
11—Maximum payload 12,500 lb.
12—For 24,000 lb. and over
13—Tractor and semi-trailer restricted to same length as single unit
14—Starting 1933—40 ft.
15—May be increased 600 lb. for each foot distance between first and last axles, but in no case may the 16,000 lb. axle weight be exceeded
16—Solids prohibited except for trucks hauling farm products
17—Effective January 1, 1933
18—45 ft. after January 1, 1934
19—On through routes

# AND WEIGHT RESTRICTIONS

## or Additions to Their Interpretations Published in the July Issue

| STATE | NUMBER OF TRAILERS PERMITTED | LENGTH (ft.) | WIDTH (in.) | HEIGHT (ft.) | FOUR-WHEEL TRUCK GROSS (2 Axles) | SIX-WHEEL TRUCK GROSS (3 Axles) | TRACTOR & SEMI-TRAILER GROSS (3 Axles) | TRUCK & 4-WHL. TRAILER GROSS (4 Axles) | TRACTOR SEMI & 4-WHEEL TRAILER GROSS (5 Axles) | TRACTOR 4-WHEEL SEMI & 6-WHEEL TRAILER GROSS (7 Axles) | LOAD PER INCH TIRE WIDTH | AXLE LOAD | MINIMUM AXLE SPACE (In.) | Must Trailers Have Brakes? | Must Trailers Have Clearance Lights? | What Reciprocity is Permitted? |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ★NEV... | n.r. | n.r. | 96 | n.r. | 25,000 | 38,000 | 38,000 | 50,000 | 63,000 | 76,000 | 600(base) | n.s. | 42(r) | n.s. | yes | for hire no; others 5 days |
| ★N. H... | n.r. | 30u 35c | 96 | n.s. | 20,000 | 20,000 | 20,000 | 40,000 | 40,000 | 40,000 | 750(base) | 18,000 | n.s | n.s. | reflectors | 20 days |
| N. J.... | 1 | 28u 56c | 96 | 12½ | (23) 30,000 | (23) 30,000 | (23) 30,000 | (23) | n.p. | n.p. | 800(base) | 2,800 to 21,500(23) | n.s. | n.s. | (no info.) | equal (n) |
| ★N. M... | 1 | 33u 35c | 96 | 14 | 600(L+40) (g) | Same | Same | Same | n.p. | n.p. | 800(rubber) 500(metal) | 18,000 | 40(r) | n.s. | yes, if over 80 in. wide | 6 months |
| ★N. Y.... | 1(17) | 33u 65c | 96(s) 108(p) | 13 | 28,800(s) 36,000(p) | 35,200(s) 44,000(p) (27) | 30,000(p) plus (27) | 30,000(p) plus (27) | 30,000(p) plus (27) | 30,000(p) plus (27) | 640(s)(channel) 800(p)(contact) | 17,520(s) 22,400(p) | 48(r) | yes | no | equal |
| ★N. C.... | 1½ | 33u 55c | 90 | 12 | 20,000 | 20,000 | 40,000 | 40,000 | 60,000 | 60,000 | 600(contact) | 20,000 | n.s. | yes | yes, if over 70 in. wide | equal |
| ★N. D... | 1 | 35u 70c | 96 | 14½ | 32,000 | 32,000 | 32,000 | 32,000 | n.p. | n.p. | 600 | 16,000 | n.r. | n.s. | yes | all year |
| ★OHIO.. | n.r. | 35u 35c | 96 | 12½ | 20,000(s) 24,000(p) | 20,000(s) 24,000(p) | 38,000(s) 42,000(p) | 40,000(s) 48,000(p) | 56,000(s) 66,000(p) | 56,000(s) 66,000(p) | 650(contact) | 16,000(s) 18,000(p) | n.s. | n.s. | no | equal |
| OKLA.. | n.r. | 35u 60c | 90 | n.r. | 20,000(28) | 20,000(28) | 20,000(28) | 40,000(28) | 40,000(28) | 40,000(28) | 800 | 16,000(p) | n.s. | no | (no info.) | (no info.) |
| ★ORE... | n.r. | 34u 65c (29) | 96 | 12 | 600(L+40) (g) (30) | Same | Same | Same | Same | Same | 500 to 600 | 16,000(31) 17,000(32) | 40(r) | yes | yes, if over 72 in. wide | equal |
| ★PENNA | 2 | 33u 70c | 96 | 14½ | 26,000(34) | 36,000 | 39,000 | 52,000 | 65,000 | 65,000 | 800(s)(channel) 800(p)(contact) | 18,000 | 36(r) 96(t) | yes | yes, if over 35 ft. long | (33) |
| ★R. I.... | 2 | 35c | 102 | 12½ | 28,000(s) 32,000(p) | 40,000 | 40,000 | 56,000(s) 64,000(p) | 68,000(s) 72,000(p) | 80,000 | 800(flange) 500(metal) | 22,400 | n.s. | n.s. | no | equal |
| S. C.... | n.r. | 33u 50c | 90 | 12½ | 25,000(35) | 25,000 | 30,000 | 40,000 | 40,000 | 40,000 | 800(s)(contact) 600(p)(flange) | 10,000 to 15,000 | n.s. | n.s. | (no info.) | (no info.) |
| ★S. D.... | 1 | 50 | 96 | 12½ | 20,000 | 20,000 | 40,000 | 40,000 | n.p. | n.p. | 600(flange) | 16,000 | n.s. | n.s. | yes, if over 72 in. wide | n.s. |
| ★TENN.. | 1½ | 35u 45c | 96 | 12 | 20,000 | 20,000 | 40,000 | 40,000 | 60,000 | 60,000 | 650(contact) | 9,000(36) 18,000(36) | 40(r) | yes | yes | none (37) |
| ★TEX.... | 1 | 35u 45c | 96 | 12½ | (38) | (38) | (38) | (38) | n.p. | n.p. | 600 | n.s. | n.s. | no | yes, if over 70 in. wide | for hire 2 trips; others 5 trips per month |
| ★UTAH.. | 1½ | 33u 35c | 96 | 14 | 19,500(s) 26,000(p) | 25,500(s) 34,000(p) | 25,500(s) 34,000(p) | 39,000(s) 52,000(p) | 45,000(s) 60,000(p) | n.s. | 800(s)(flange) 800(p)(channel) | 12,500(s) 16,000(p) | 120(f) 40(r) | yes | yes, if over 80 in. wide | none |
| VT..... | 1 | n.r. | 96 | 12 | 20,000(39) 16,000(40) | 20,300(39) 16,000(40) | 20,000(39) 16,000(40) | 20,000(39) 16,000(40) | n.p. | n.p. | 800(contact) | n.s. | n.s | n.s. | (no info.) | (no info.) |
| ★VA.... | 1 | 32u 45c | 96 | 12½ | 24,000 | 35,000 | 35,000 | 35,000 | n.p. | n.p. | 650(contact) | 16,000 | 40(r) | yes | yes, if over 84 in. wide | equal |
| ★WASH. | 1 | 35u 35c | 96 | n.r. | 24,000 | 34,000 | 42,500 | 48,000 | n.p. | n.p. | 800 | 12,000 to 18,500 | 120(f) 144(t) 42(r) | yes | yes | equal |
| ★W. VA.. | n.r. | 33u 35c | 96 | 12 | 28,800(s) 36,000(p) (41) | 43,200(s) 54,000(p) (41) | 43,200(s) 54,000(p) (41) | 57,600(s) 72,000(p) (41) | 72,000(s) 90,000(p) (41) | 100,800(s) 126,000(p) (41) | n.r. | 22,400(42) 18,000(43) 16,000(44) | 40(r) | yes | yes | none |
| ★WIS.... | 1½ | 33u 60c | 96 | n.r. | 24,000(45) 15,000(46) | 36,000(45) 22,500(46) | 42,000(45) 27,000(46) | 48,000(45) 30,000(46) | 67,000(45) 42,000(46) | 96,000(47) 60,000(47) | 800(mfg. rating) | 19,000(45) 12,000(46) | n.s. | yes | yes | common carriers must have Wis. licenses |
| WYO.. | n.r. | 40u 35c | 96 | 12½ | 20,000 | 34,000 | 34,000 | 36,000 | 40,000 | 48,000 | 700(flange) | 18,000 | 168(f) 96(t) 60(r) | no | (no info.) | (no info.) |
| ★D. C.... | n.r. | 33u 35c | 96 | 12½ | 28,000(s) 30,800(p) | 36,000(s) 39,600(p) | 36,000(s) 39,600(p) | 56,000(s) 61,600(p) | 64,000(s) 70,400(p) | 72,000(s) 79,200(p) | 800(s) 880(p) | 22,400(s) 24,640(p) | 44(r) 144(f) | n.s. | no | equal (n) |

20—Load varies according to spacings, seasons and roads
21—When spacing is 8 ft. or less, axle load is 16,000 lb. on pneumatics and 12,800 lb. on solids
22—18,000 lb. with axle spacing over 8 ft.; 12,000, less than 8 ft.; solids 80 per cent
23—Capacity depends on tire size
24—In cities of 75,000 population or more
25—On six and four-wheel vehicles, respectively and 8 ft. or more spacing
26—On farm and intramunicipal trucks, 16,000 lb.
27—Gross weight limit for vehicle or combination having three or more axles on pneumatics, 30,000 lb. plus 750 lb. for each foot and major fraction thereof from center of front to center of rear axle.
28—Five permits provide different capacities
29—Starting 1933 limit is 50 ft.
30—Solids may be used in municipalities only
31—Paved highways
32—Other highways
33—Private owned, unlimited; for-hire not over regular route, 15 days; for hire over regular routes, none
34—Gross weights limited by schedule of chassis weights
35—Common carriers 17,000 lb. gross on solids; 18,000 lb. on pneumatics
36—18,000 lb. with axle spacing over 8 ft.; 9,000 lb. less than 8 ft.
37—Except where owner hauls products grown on own ground
38—Permits 7000 lb. net load; 14,000 lb. under certain conditions
39—On state-aid roads
40—In towns and incorporated municipalities
41—Pending classification of roads by Commission gross weights are based on agricultural highway limits. Moreover, all statutory gross weights are limited by bridge capacities
42—Solids and pneumatics on major highways in metropolitan areas
43—Pneumatics on major agricultural highways; solids 80 per cent
44—Pneumatics on secondary highways; solids 50 per cent
45—Class A highways
46—Class B highways
47—5-wheel tractor
48—New provisions which go into effect June 6, 1933

## An Appeal to Reason

◆When you read this the votes will have been cast and counted, and, if the *Literary Digest* poll means anything, the president-elect should be Franklin D. Roosevelt. This will be no surprise to those who are Democrats, and those who are level-headed Republicans and who do not permit political preferences to interfere with their business judgment, will have discounted the inevitable occurrence. Adherents of both major parties will be all set to promote the business upswing which is being heralded on many sides. Roosevelt enthusiasts will, if he wins, be in the majority, and will simply ooze the confidence which everyone admits has been sorely lacking in the buying public and which is necessary to business recovery.

Hoover rooters will follow the dictates of human nature and of common sense, and will make the best of the situation.

There is, therefore, nothing to fear as a result of the presidential election. No matter what the outcome the country won't go to pot because of it.

Both candidates have committed themselves to a policy of economy, and that, after all, is of prime importance. Only by reducing expenditures can the budget be balanced, and only a balanced budget can preserve governmental credit which is essential to business recovery.

The presidential campaign has been tinged with bitterness, but, then, what presidential campaign has not? Bitterness is the natural product of heated politics, and it passes as soon as the losing partisans have a chance to cool off. Therefore, you may expect the very men who are bitterest in their denunciations and most panicky in their warnings of the danger of change to issue statements and pass the word along that the country's resources have not been impaired, that business recovery has suffered no setback and that, in short, gentlemen, the Republic is safe. They will mean what they say.

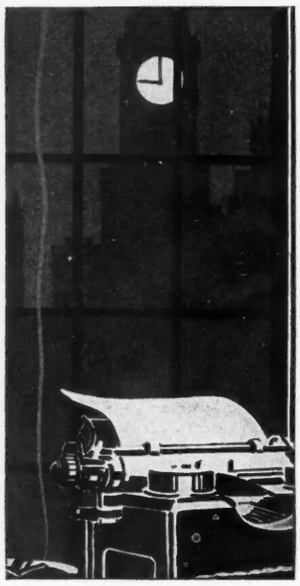
The only real losers will be those members of the public who permit the result of the presidential campaign to fill them with fear and thereby stupefy their mental processes, discourage their initiative and place them at a disadvantage with their enthusiastically confident competitors. This goes for every man in any way connected with the truck industry. The man who believes the country is licked is licked himself.

Remember this: No party or politician could prevent the depression, and no party or politician will prevent our normal recovery from economic wounds.

## Picking Peter's Pocket

◆If the interstate movements of common carrier trucks are not placed under some sort of Federal regulation in 1933 or 1934, it will not be for a lack of commissions to tell the lame-duck Congress and the Seventy-Third Congress what to do.

# AFTER



# HOURS

We have, for instance, the Coolidge Commission, the Joint Railway-Highway Users Committee, the special transportation committee of the Chamber of Commerce of the United States and the special Shannon Committee designated by the House of Representatives to investigate government competition with private business, which is being told by railroad witnesses that Federal highway aid is governmental subsidization of their highway competitors.

If these groups produce nothing more than a "Wickershamlike" wastebasket report, their formation and their deliberation will at least have focused public attention on a problem which, the public will reason, must possess elements of controversy, otherwise the commissions never would have come to life. But there is every reason to believe that each group will produce definite recommendations which will be carefully studied by legislators. And with the public mind reconciled that something must be done, the legislators will proceed to do their stuff.

For this reason the nature of the data placed before these groups by the truck industry's representatives will determine how fairly the recommendations take into consideration the welfare of motor truck interests and their contribution to the public interest.

Determination of this important point, that is, how can the public interest best be served, is by no means simple. A decision might come more easily if each group were not meeting because "something" must be done for the railroads. This plight of the railroads, this demanding of justice or begging for sympathy, whichever you will, obscures what might otherwise be a clear-cut issue.

It is this very fact, the fact that the commissions are deliberating not because of any clamor on the public's part that its interests be safeguarded from competing transportation agencies, but because the railroads are in a bad way and "something" must be done about it, that makes one wonder whether he ought not to reconcile himself to regulation and pray that it won't be too tough on him.

It does not seem sensible to pretend that whatever benefits are given the railroads will not be at the expense of other transportation agencies.

## Remind the Car Owners

◆One thing must be said to the credit of railroad strategists, and that is they have played their cards in the masterful fashion perfected by two generations of legislative experience. The strategists have so wisely conducted the dissemination of propaganda and so effectively steered the formulation of legislative opinion that the brilliance of their selfish performance may be considered sufficient proof that the railroad strategists and the railroad executives are distinct personalities.

While admiring the strategists one must look upon railroad managements with mingled feelings of contempt and pity. For, instead of taking the lashing which the depression meted out to all, and particularly severely to mismanaged businesses, they are quite definitely trying to evade the penalties of mismanagement and to pass the lashes on to competing transportation services. And if the strategists do not overplay their hands, railroad management may get away with it.

An overplay is not unlikely even with this experienced talent. There are, for instance, indications that the Texas 7000 lb. gross weight law may prove to be such an overplay which will bounce back at its railroad instigators. The Texas law, we understand, made obsolete four million dollars' worth of truck equipment. This naturally resulted in such a loss of revenue to the state that the public is aware a recouping can be made only by increasing gas taxes. And since this places an added burden on the passenger-car-owning public it is plain that the resentment of this large segment of the public will be directed at the railroads.

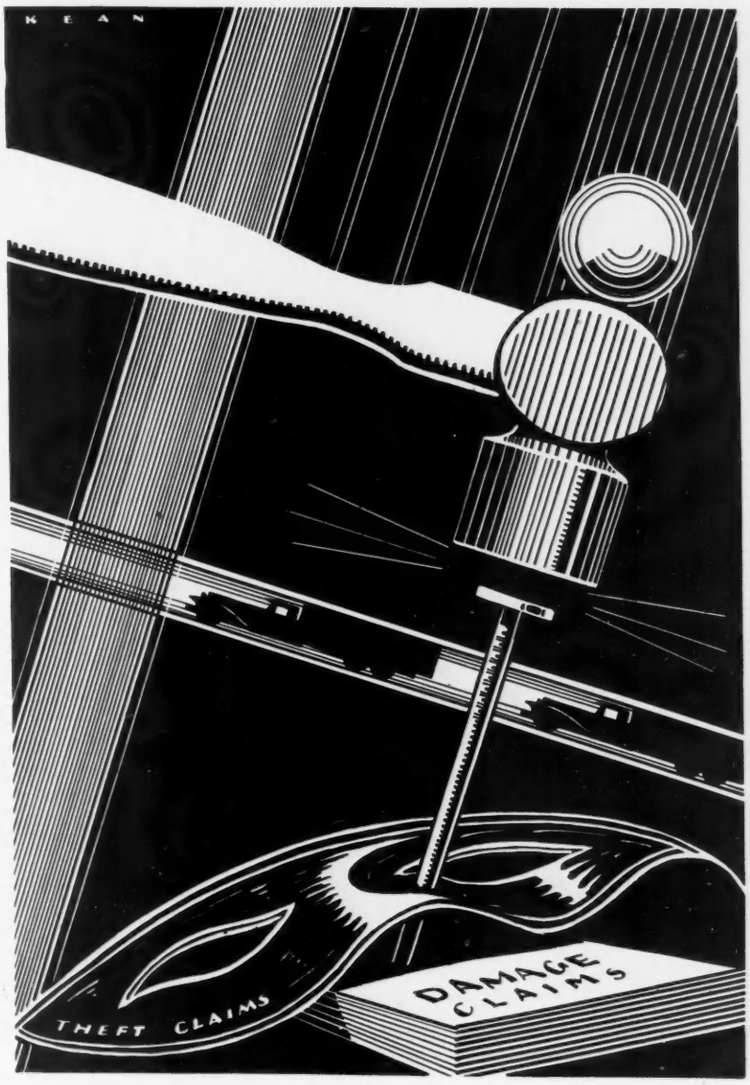
The Texas case furnishes unmistakable evidence that, in the final analysis, the best interests of passenger-car owners are inseparably linked with the best interests of truck owners. Legislators have found the automotive industry such an inexhaustible and easily milked source of revenue that they will continue to pull twice as hard on one teat if the other goes dry.—G.T.H.

# WELL PACKED TRUCK FREIGHT NAILS DOWN CHANCES OF LOSS

## Methods Used Must Protect Goods Against Damage and Save Shippers Money in Material, Handling and Weight

By G. LLOYD WILSON

**This is the Tenth Installment of a Series on Motor Carrier Problems**




THE motor freight transportation business is laying aside the swaddling clothes of its baby days in which goods were accepted for transportation in almost any type or variety of package, and is clothing itself with a more or less definite suit of packing requirements to fit its requirements as a carrier of freight.

Little has been published upon the fundamentally important matter of packing. The tariffs of many motor freight carriers ignore the matter entirely. Shippers and motor freight operators, as a rule, have used their own judgment as to the types of packing required to protect the goods, the goods of others and the vehicles carrying the freight. The result has been great variations in the requirements of truckmen as to how the goods should be packed. Certain operators have accepted goods in any sort of package that looked sufficiently durable to hold together and keep the goods intact until deliveries could be made. Other motor freight operators have insisted that containers and packing requirements approximately the same as those required for railroad transportation be used. In fact, a large number of motor operators follow the spirit if not always the letter of the packing rules of the Consolidated Freight Classification, applicable to railroad transportation.

Not only is there no uniformity in packing practices, but there are many conflicting opinions as to how freight should be packed generally for motor transportation as distinguished from the methods of packing to be used in packing goods for railroad, steamship or express transportation. Attempts have been made to generalize as to the amount of packing and the cost of packing freight for movement over the highway, as compared with the methods and cost of packing similar goods for movement by railroad. Unless statements are confined to the sumary of the results obtained by actual experiments with specific freight shipments, the data are apt to be inconclusive and misleading.

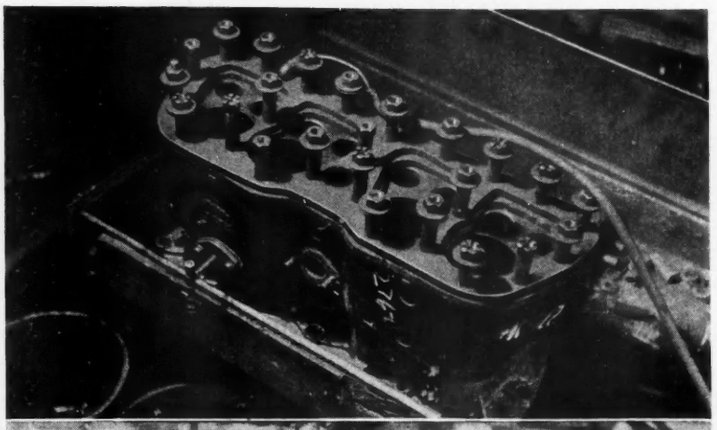
It is impossible to state with any accuracy that freight of a certain character packed for movement by railroad under all conditions weighs a given amount more per unit or that the packing for railroad movement costs a definite number of cents per hundred pounds more or less than the same commodity packed for motor transportation. Such generalizations are absurd. The requirements of proper packing of goods for transportation by railroad vary but little because all railroad transportation conditions are more or less similar, but the conditions to which freight is subjected in transportation over the highways vary so widely that proper packing in one instance is inadequate in another.

Goods that are to be hauled in solid

TURN TO PAGE 64, PLEASE

# N.Y.C. Testers Detect

## They Tell First Whether Or Not Work Should Be Done and When Finished the Effect of That Work



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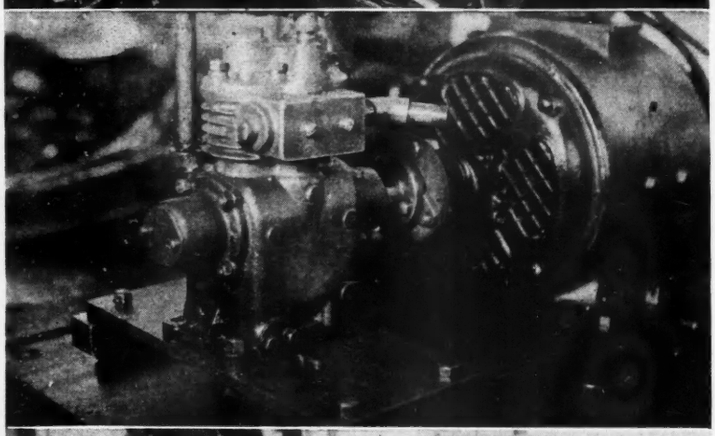
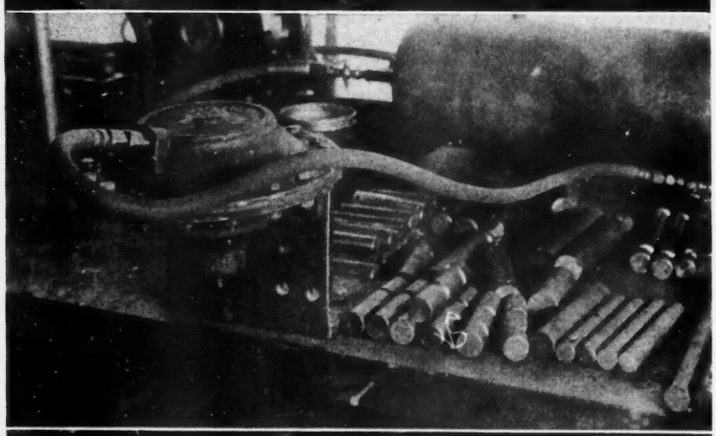


24A



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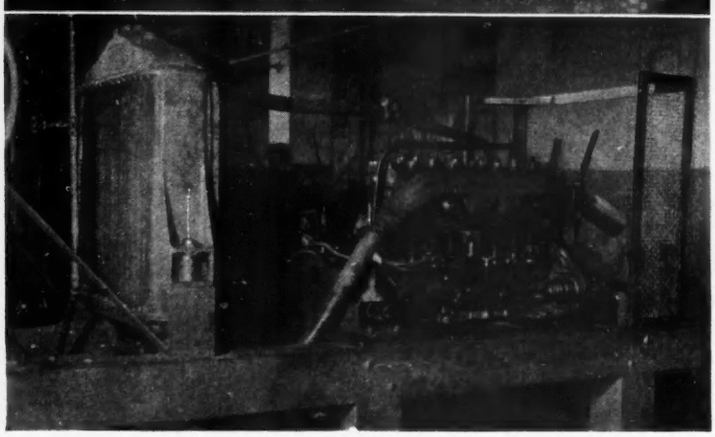

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### NINE MORE IDEAS

| Shop Sleuths for: | Time Savers: |
|---|---|
| Water leaks | Hoists |
| Air compressor | Electrical units |
| Air brake chambers | Body straightener |
| Overhauled engines | Frame straightener |
| Magnetos | Body hinge fixer |

TWO kinds of tests are needed in general truck maintenance and salvage work; a test to determine whether or not work should be done and another to show the effect of the work after it is finished. The first avoids unnecessary time and material charges, the second prevents comebacks. The shops of the Department of Sanitation in the New York Central Motor Repair Shop building have devised means of making both tests, which are outlined in this, the third of a series of articles describing the time and labor-saving devices used in this establishment.

In addition, a machine for boring dump body hinges in line on the truck and body and frame straighteners are pictured and described.

We acknowledge the courtesy and cooperation of Albert Goldman, commissioner, Department of Plant and Structures; Dr. William Schroeder, Jr., chairman of the Sanitary Commission of the Department of Sanita-

Impressive 10-story building of New York City's Central Motor Repair Shop. The ground floor measures 346 x 173 ft.

# SHOP SALVAGE NEEDS

**The third installment of a series, which takes fleet operators through New York City's Central Motor Repair Shop.**

tion, and Edward P. Mulrooney, commissioner, Police Department.

**Fig. 23—Cylinder Blocks**

Every engine going through the engine shop is given a water-pressure test of block and cylinder-head. Blocks are tested by bolting a steel plate in place of the cylinder head. A heavy gasket is placed between the plate and block, and pressure is applied evenly by placing pieces of tubing and washers between the plate and standard cylinder stud nuts. Pressure is applied to the water by compressed air from a shop air line. Water circulation outlets are blanked by steel plates shaped like flanges on water pipes or water manifolds.

**Fig. 24 A and B—Air Compressors and Diaphragms**

Air brake compressors and diaphragms are tested, for the purpose of locating trouble and also as a final check after overhaul, on special fittings on a shop bench.

Air compressors are mounted on extensions on an electric motor base and driven by a fabric coupling. Air is led from compressor outlet to a steel tank on the bench. Test is continued long enough to detect operating troubles, pinging and pressure, as well as operation of the governor (24A).

Diaphragms are mounted on an L-shaped bracket bolted to the work bench and tested for operation and leakage from the tank filled by compressors from the test (24B).

**Fig. 25—Running-In Stand**

Engines after overhaul are given a thorough running-in on stands built in the shop, as shown in the accompanying photograph. To make it easier to put engines in place and remove them, the radiator on each stand is placed near the wall and at the rear of the engine. Special brackets provide mounting for the various types of engines used in the fleet. After the engine is placed, a wire guard is attached to the stand, protecting mechanics from contact with the fan. Exhaust gas is led away through flexible tubing and carried to an exhaust header extending the length of the testing section.

**Fig. 26—Hoists**

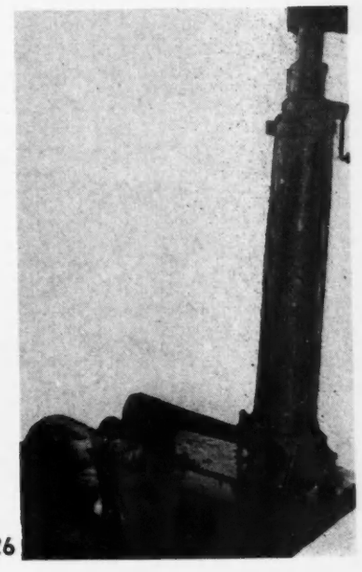
Dump body hoists are tested by a special floor stand. An electric motor drives a countershaft by belt and the countershaft drives the hoist, as in the truck, by sprocket and chain. This test saves comebacks after hoists are installed in trucks.

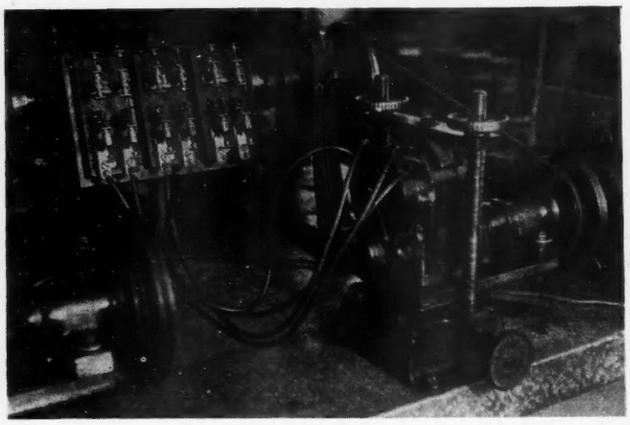
## Electric Shop
## Department of Sanitation

The electric shop, situated on the tenth floor, is devoted to overhauling and testing of starters, generators, magnetos, coils, distributors and other electrical equipment. Two of the test sets are here described.

**Fig. 27—Magneto Test Stand**

After overhaul, magnetos are given a final test, lasting from one to two hours, for the purpose of checking not only electrical performance





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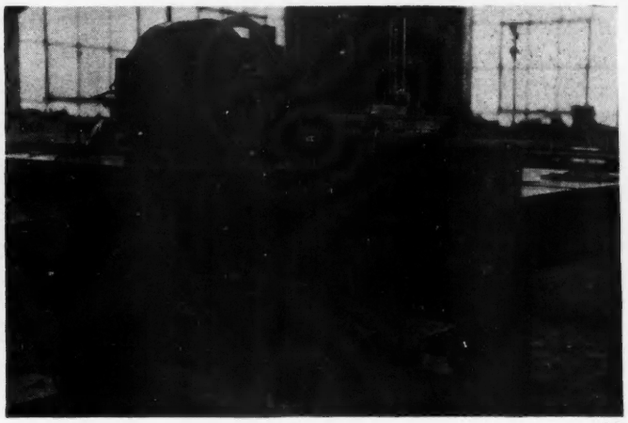

28

through adjustable spark gaps but mechanical condition, such as overheating in bearings. Magnetos are fastened in adjustable stands and driven from a bench countershaft by round sewing machine belts.

**Fig. 28—Universal Test Stand**

The table of this test stand made in the shop is adjustable in three directions, instead of the customary two. The top section of the mounting for generators and like apparatus may be moved to right or left or in and out like a lathe tool slide. This whole assembly may be raised or lowered by a screw arrangement. The screw is operated by a pair of bevel gears from an automobile axle, and the screw is made of tubing and a piece of shafting.

Apparatus is driven from the shaft of an electric motor at one end of the bench. This motor carries a ring for spark gap used in testing ignition. The motor is reversible and operates at any desired speed from merely turning over to high engine speed.

## Body and Frame Repair Department of Sanitation

**Fig. 29—Frame Straightener**

The frame straightener embodies the same general ideas as the body straightener (Fig. 30). There is a heavy channel and jack, as in the body straightener. Two yokes engage the frame siderail. They consist of two separate bent sides which are fastened with bolts around the channel and have large pins, like clevis pins, at the opposite end, which are placed in position after the yoke is passed over the frame siderail.

**Fig. 30—Body Straighteners**

A special straightener was made in the shop for work on the special type of dump body used by the department. Most of the damage to these bodies is on the upward sloping rear section. Damage usually is in the form of a bend inward or outward near the center.

Straightener is made of a heavy channel, each end of which was bolted to a heavy arm, with the end turned at right angles. On each arm is a sliding jaw which locks in position when pressure is applied. A sliding base for the jack may be moved from one end to the other of the channel. A heavy-duty truck jack slides into the base and applies pressure as desired.

29

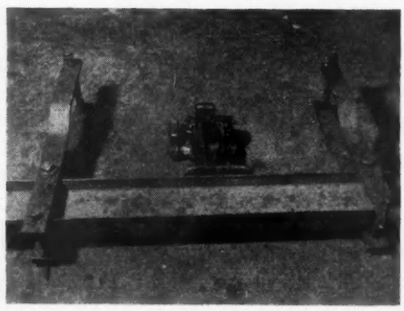

**Fig. 31—Dump Body Hinge Repair**

A large portable machine which bores out two dump body hinges in alignment was designed to make possible repair of these parts, a job which otherwise was difficult and unsatisfactory.

Body hinges wear, and the obvious method of repairing by boring out holes oversize and inserting bushings suffered from the disadvantage that it was practically impossible to get the hinges on each side of the body in alignment.

The machine comprises an angle-iron frame which supports a boring bar which extends from one side of the truck chassis to the other. Fly cutters on the boring bar bore out the hinge holes to a standard oversize. Bushings are then driven in place and inside diameter of bushings is bored to size and in alignment at the same time.

The boring bar is driven by an electric motor which furnishes power through an extension shaft to the powerhead of a cylinder reboring machine. Extension arms on the machine permit the boring bar to be raised or lowered as required by the truck body upon which work is being done.

The machine carries a large tool chest containing all necessary tools and bushings.

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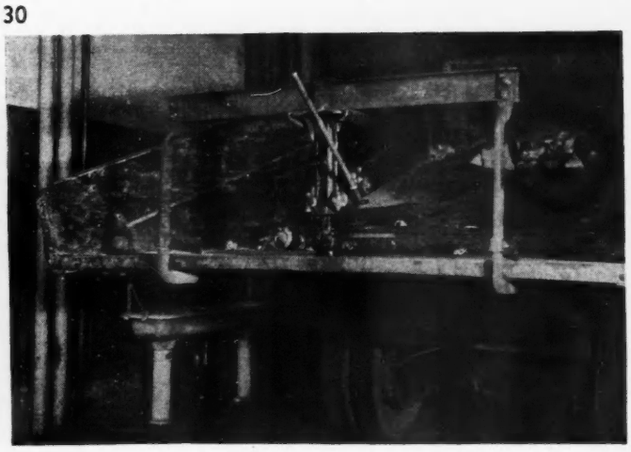

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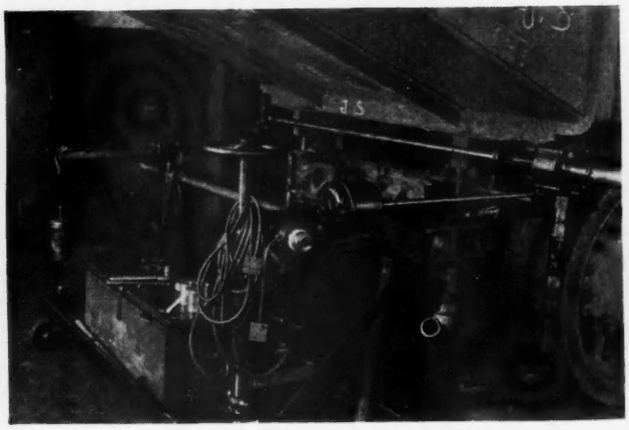

## The President's Page

CONTINUED FROM PAGE 13

grade in 1930, it found the truck-selling force of the country ill equipped with a knowledge of the possibilities of these new units. For example, how many salesmen of today have ever taken a real ride on a motor truck?

I think the greatest challenge in 1933 to every manufacturer, sales executive, branch manager, dealer, and salesman in our industry, should be the sight of these two out of five trucks on the road that are comparable to the old horse-drawn dray, and I believe it is only by a return to the crusading spirit that put over the new invention from 1909 to 1914 that this challenge can be met and the tide to prosperity in our own industry can be definitely turned—depression, or no depression! There are just a few basic fundamentals that are necessary and essential for the successful salesman to possess, namely:

1. Absolute integrity.
2. Thorough knowledge of the practical application of the mechanics of the present-day vehicle.
3. A running down of every one of these two out of five obsolete trucks to its ownership, and intelligent knowledge of what it is costing that owner to keep that vehicle on the road; and then such an intelligent presentation of what has been learned that straight dollars-and-cents economics will compel the owner to replace equipment.
4. A willingness to work with enthusiasm day in and day out on the definite plan laid out to accomplish that particular sale.

Summarized, the definition of a successful truck salesman in 1933 will be—that man who can sell the proper sized and properly equipped motor truck, at a profit to the purchaser and the house, and who is also morally certain the customer can pay for it.

There is a very definite responsibility, moreover, on the part of the employer and manufacturer to the salesman, which cannot be overlooked if our industry is to meet this challenge and capitalize on its possibilities:

(A) An honest rating of our product and the courage, after we have the knowledge of the type of work required, to stick with our guns in demanding that the right size equipment be sold.

(B) An absolute determination to disregard the temptation to build a shoddy product at so-called "bargain" prices.

(C) To work toward the elimination of over-pricing and over-trading, and to endeavor to put the ethics of truck selling out of the barter class.

(D) To work out a form of compensation for salesmen that is equitable and fair, so that the real type of man we are trying to encourage in our industry can maintain his self-respect, and having that self-respect, can engender the enthusiasm which we all know is so necessary if we are to turn the tide in our industry.

The selection and training of this type salesman and the fulfillment of our responsibility may look like a search for the Forgotten Man in Utopia, but I am convinced that a sincere effort in this direction on our part is the only way we can secure a New Deal for the Truck Industry.

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## S.A.E. Puts Performance Factor In Truck Rating

CONTINUED FROM PAGE 16

established for purposes of comparison as 0.015 lb. or 1.5 lb., depending on whether it is expressed as per cent or as a whole number. This is the factor included in the Horine formula as well as the other S.A.E. gross weight, grade and torque formulas.

The S.A.E. committee proposal, when finally approved, will be offered to sellers and users of trucks for trial. If it develops from experience that some change is needed there is, of course, no reason why such changes should not be made. The important fact remains that the truck is rated in terms of its ability to transport freight, or in figures from which such ability can be calculated.

All of this is directly in line with the present-day idea of analyzing each truck job and choosing the proper unit by advance arithmetic rather than trial and error.

Information which the manufacturer will be asked to furnish to comply with S.A.E. recommendation includes:

1. Gross capacity of chassis to nearest hundred pounds. (This term includes payload, cab, body and body equipment.)
   Note: This term is for the purpose of classification.
2. Gross vehicle weight to nearest hundred pounds.
   Note: This term is the vehicle manufacturer's gross vehicle weight rating.
3. Net chassis weight to nearest hundred pounds. (This is the weight of chassis less weight of the engine, engine accessories, clutch and transmissions.)
   Note: This term is given as pertinent information.

In addition to these rating figures, additional information will be included: Displacement of engine expressed in cubic inches; rear axle ratio; transmission ratios; tire size; r.p.m. of engine at governed or recommended maximum speed; distance from back of cab to center of rear axle, the CA dimension and wheelbase in inches.

From these figures and information about the service a truck is to perform and the conditions under which it is to operate the ability can be predetermined with sufficient accuracy for practical purposes. Look for the formulas and discussion in the next issue.

## The CON of Heat-Treated Frames

CONTINUED FROM PAGE 28

and any considerable degree of straightening is required, weaknesses may result.

(c) Heat treatment tends to form cracks in the side rails or to enlarge other minute defects, which will in turn cause localization of stress, with resultant short life. Heat-treated side rails must be very closely examined for such defects. Obviously, however, the presence of minute cracks, etc., is very difficult to discover.

(d) Due to the hardness of heat-treated side rails, the drilling of additional holes is rendered difficult. This is an objectionable feature in connection with the application of special equipment.

(e) Side rails frequently become bent as a result of collisions. If they are heat treated, in most instances they cannot be straightened cold, and the application of local heat will nullify the value of the heat treatment. Worse still, a condition will almost certainly be encountered where a bad metal structure will develop close to a satisfactory grain formation, the result being an early fracture of the side rail.

An improperly heat-treated side rail is much more hazardous from the standpoint of breakage than a non-heat-treated carbon-steel side rail. However, very few operators appreciate this. In any event, it would be highly impractical to dismantle a vehicle and take a frame completely apart in order that the side rail could be heated and straightened and then reheat treated.

It should be noted that the grain structure of low-carbon, non-heat-treated side-rail stock is not affected by heating, which means that it may be bent, heated and straightened without hazard.

The frequent reference in this discussion to side rails rather than to frames is due to the fact that cross-members are almost invariably made from non-heat-treated carbon-steel stock. A very large percentage of the weight and cost of a frame will be found in the side rails—possibly 80 per cent as a minimum.

In conclusion, to avoid the high operating costs that must necessarily result due to broken, bent or sagging frames, loose cross-members or spring brackets, elongated rivet or bolt holes, a general loosening up of the body, etc., it is imperative that a proper stiffness factor be built into the frame. Assuming this is correctly done, side rails of non-heat-treated material will resist the stresses encountered in the frame equally as well as heat-treated carbon or alloy-steel rails, and none of the disadvantages mentioned above will be experienced.

# FWD Builds More Comfort and Performance in 1933 Line

Model CU6 four-ton with cab

IN a complete new line of heavy-duty trucks for 1933, ranging from two to 15 tons, announced by The Four Wheel Drive Auto Co., special mention is made of three primary models. They are the H6 of 2-2½ tons capacity, for road maintenance; the CU6 of 3½-4 tons capacity, for road building and snow removal, and the X6 for milk and petroleum service.

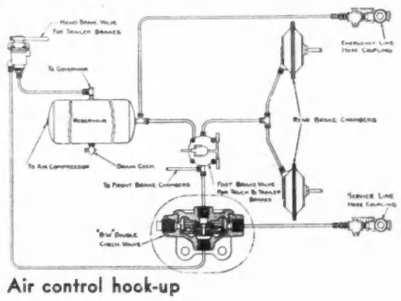
De luxe cabs built along aerodynamic lines are a distinct feature of the new line. While the cabs furnished for CU6 and X6 are similar they differ in a few minor respects. The CU6 cab has an internal sun visor and all the appointments of a passenger car, including rear-view mirror, windshield wiper and a dash with indirectly illuminated airplane type instruments in a unit panel. Ample air circulation is provided by side vents at either side of the floor board and dual rear windows. The X6 cab has a dual windshield wiper.

All three models are powered by Waukesha six-cylinder engines and are four-wheel driven. The 3¾ x 4¾-in. six in 2 to 2½-ton Model H6 develops 72 hp. at 2500 r.p.m. Drive is effected through a unit mounted Brown-Lipe clutch and 4-speed transmission and a new heavy-duty transfer case designed for continued operation in the lower transmission gears. Top speed with standard gear ratio is 35 m.p.h. Service braking on all four wheels is effected through an external band brake mounted behind the transmission. The internal hand brake acts on the rear wheels.

The 4⅛ x 5⅛-in. engine in Model CU6, a 3½ to 4-ton job, displaces 411 cu. in. and develops 91 hp. at 2300 r.p.m. Power is transmitted through an FWD clutch and an amidships-mounted 5-speed transmission. Top speeds range from 19.5 to 41 m.p.h., according to ratio—the standard ratio, 7.35:1, provides a speed of 32 m.p.h. The braking system is the same type used in Model H6. The wheelbase is 148 in. with three optionals: 159, 169 and 179 in. The tread has been increased from 60 to 72 in., and the engine, transmission, etc., lowered 4-in.

Model X6 is a 6 to 10-ton four-wheel drive six-wheeler equipped with a 4⅝ x 5⅛-in. 110-hp. engine. Drive is through the first four wheels. The clutch, 5-speed amidships transmission and drive are of own make. Service brakes are air-operated by individual diaphragms mounted directly on the backing plates of each of the six wheels. The brake shoes are 4 in. in width and act on 17½-in. drums and provide a total braking area of 912 sq. in. The emergency brake acts on four wheels through the driving mechanism from a 7 x 11½-in. drum located just behind the transfer case.

FWD 10-ton six-wheeler



Air control hook-up

### Westinghouse Air Accessories

Bendix-Westinghouse is offering three more accessory units for air-brake systems on trucks and trailers, a stop-light switch, a low-pressure indicator and a new trailer brake-control valve. These devices will be handled exclusively by the company's distributing organization.

The stop-light switch is not much larger than a pocket watch and is adjusted for operation by air at the instant of brake application. The low-pressure indicator gives a warning by a buzzer in the cab or a flasher light on the dash, or both, when air-brake line pressure is reduced to 50 lb. This warning is in addition to the line pressure gage which shows pressure at all times. The 50 lb. pressure limit still leaves sufficient margin of safety for brake application after the warning.

Hand operated, the trailer control valve is available with brake systems or it may be applied to outfits now in use. It functions independently of the truck foot-brake valve, but does not interfere with normal operation of truck service brakes. The valve permits an operator to apply trailer brakes in any desired amount, thus keeping the train "stretched" to avoid jack-knifing.

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### White Horizontal Engine

CONTINUED FROM PAGE 42

passes through two three-port inlet manifolds with exhaust heated centers with valves to regulate the amount of heat. Ports extend downward through the block to the valve ports on the under side. Exhaust manifolds are cast integrally with the blocks.

There is a separate full-automatic ignition distributor on each side of the engine driven directly from the camshafts and these distributors, coils, condensers, spark plugs and ignition wiring are inclosed in water-tight covers.

To maintain low height a small flywheel is employed and for this reason there are two starters operating on 12-volt current.

Because the engine is mounted amidships of the coach the fan and other accessories including air compressor, water pump, oil pump, steering power pump and generator are located on an accessory housing at the front under the floor which is driven by a shaft running from the front of the engine. (The spline of this shaft is located below the center oil filter in the photo.) Special oiling arrangements eliminate all hand oiling except of the generator.

# Twin Coach Puts Unusual Sales Points In Refuse Job

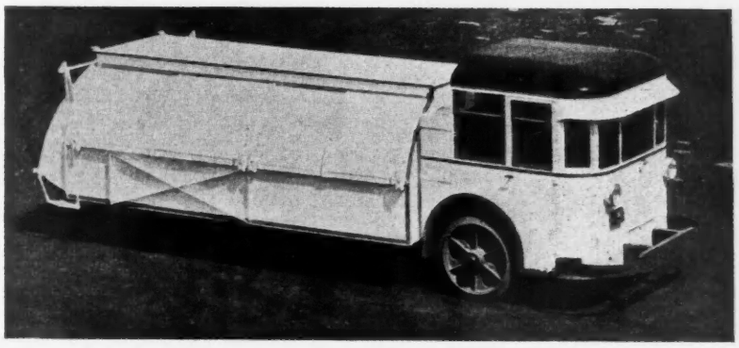
To meet the many requirements stipulated by the authorities of our modern cities, who, these last few years, have been placing great emphasis on sanitary and easy refuse and garbage collection, several truck manufacturers have brought forth motor vehicles specially designed for the service.

The Twin Coach Refuse Collector, built by the Twin Coach Corp., Kent, Ohio, is the latest bid for this highly specialized municipal market. Designed around the problem to be met, it is a low, drop-frame chassis with a low, fully-enclosed dumping body. So that the dumping of a refuse can from the shoulder of the operator into the vehicle would be a natural effort and not one requiring great strain the entire job was designed around a loading height of from 42 to 46 in. from the ground. On both sides of the body, which is constructed of 3/16-in. boiler plate steel and angle iron understructure, are four light weight steel doors. They slide horizontally on rollers and permit easy access for loading from any point. A split center top also permits loading from above where necessary. Total capacity of the body is 15 cu. yd., of which the water level capacity is 8 yd.

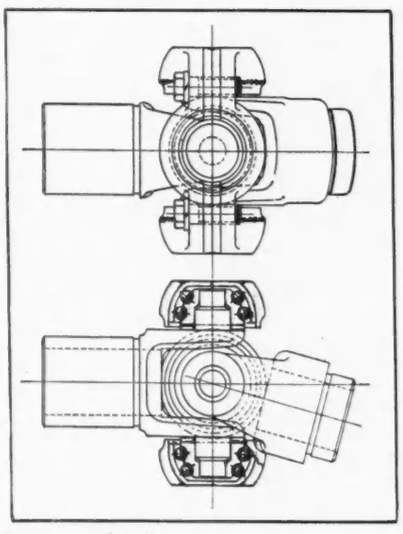
The inside of the body is clear of such obstructions as wheel and rear axle housings, which is essential for clean dumping. This was accomplished without sacrificing lowness by means of a simple collapsible rubber-sealed ramp built into the floor immediately over the rear axle. When the body is in a normal loading position this ramp rides on the top of the frame kickup, but when the body is raised for dumping the ramp straightens out on the floor, thus providing a level floor when dumping. Action is entirely automatic. The entire rear of the body is a tail gate hinged from above. It is free-swinging or lifted automatically at the purchaser's option. The body is raised by a telescopic type wood hydraulic hoist.

Particular attention was given to operator comfort in the design of the cab. Extending across the entire front of the vehicle and surrounding the engine housing, the cab has the appearance of a large room. Provisions are made for heating and ventilating in inclement weather. Besides the five-passenger upholstered bench across the rear of the cab there is ample room for installation of toilet facilities and curtains if desired. Doors are sedan type, and windows and windshield clear vision.

The powerplant consists of a 4¼ x 4½-in. six-cylinder Hercules engine (the same as used in Twin Coach buses), a single plate 12-in. Brown-Lipe clutch and a 3-speed Brown-Lipe transmission with power take-off to operate the hoist. The engine, which develops 95 hp. at 2400 r.p.m., is located forward of the front axle and is enclosed in an all-steel housing, insulated inside and out. Drive is taken through a Cleveland Steel Products shaft to a worm drive Timken rear axle. The 8-in. channel silicon frame is supported by semi-elliptic springs, 56 x 3 in. front; 60 x 4 in. rear. Braking on all four wheels is by air.



Cab is built around the engine



Two rows of balls

### Baker Wheel Universal Joint

A ball-bearing universal joint which functions on the same anti-friction, no-clearance principle as do its tie-rod ends and drag link connections, has been developed by the Baker Wheel and Rim Co., Detroit.

The joint contains two rows of balls, without retainers, in each of the four ends of the universal joint. The balls are recessed in grooves machined in the inner member which is hemispherical in shape except for the flat on top, while the outer member consists of two parts, an inner hemispherical cup-shaped stamping, of hardened steel, and the outer retainer forging which is bolted on in the normal manner. The bearing cup is fitted into the latter member, while the ball-carrying member is mounted on the trunnion shafts with a sliding fit.

A waved spring steel washer which is located on the inner end of each trunnion shaft, acts as a spring to take up clearance in the bearings at all times. Action of this spring is, of course, assisted by the natural centrifugal action tending to maintain zero clearance in the joint.

The accompanying drawing is of a universal joint designed for installation within a torque tube, and is not, therefore, provided with lubrication fittings or oil seals.

### Claw Emergency Chain

A new tire chain that embodies three improvements on last year's Claw chain is announced by the Columbus-McKinnon Chain Corp., Tonawanda, N. Y. The new Claw chain is easier to handle in cold weather, simpler to put on or take off, and stronger built for longer wear. Two cross-chains of Claw cross-links in each unit provide double traction without extra effort in applying.

This new emergency chain buckles on exactly like a belt. The fool-proof locking device closes with a simple downward pressure, locks tight automatically with the first revolution of the wheel and stays locked until released by hand. These chains have been reduced to list prices of from 50c to 80c, according to size.

## Safety Efforts Snatch Big Sums From Accident Toll

CONTINUED FROM PAGE 17

accidents by personal contact with drivers and found that their frame of mind was important. Fear of a hold-up on the road inspired by newspaper accounts of bandit activities impelled one driver to violate a company rule and take a man with him on a night trip. He was killed on the journey because the extra man on the seat was in the way when he tried to jump to safety in a collision. A bright clean garage reacts favorably on drivers and so helps to reduce accidents, concluded Mr. Shaw.

A fleet man discussing Mr. Shaw's experience added that his company frequently lent drivers money to relieve them from worries caused by persistent and harassing bill collectors.

The horse was taken for a ride (no joke or pun intended, we swear) during the joint meeting of the Food and Delivery Sections by W. C. Washburn, safety director, Sheffield Farms Co., Inc., New York City. Speaking from experience with 2800 horse outfits, which it must be admitted is a lot of cavalry, he charged horse drawn equipment with twice the accident rate of motor equipment, disapproved strongly of the horse's keen early-morning appetite for fancy rear-mounted automobile trunks and blamed the "whims and eccentricities" of the animal for most of the horse "engineer's" worries and 65 per cent of accidents. He described the sad plight of a driver, helpless to control a runaway horse dragging a milk wagon through downtown traffic accumulating automobile fenders on the way so realistically that he brought down the house.

The outlook for the horse was dark, indeed. Extinction of the work horse, numbering some 25,000 in New York City, seemed overdue. But the horse was not without champions, several of whom arose at the same time seeking the chairman's nod. One of them defended the horse by saying that a horse and wagon cost $37 per month against $127 for a truck. Which meant just nothing at all about safety control, but meant much to the fleet men assembled. The discussion which followed was not on the program, but it was so interesting that the meeting continued long after the scheduled time. An engineer arose in rebuttal, who graciously acknowledged that a horse and wagon cost less to operate than a truck, but—and he based the but upon an investigation extending over 16 months — the truck carries more and covers more territory. For these reasons he had recommended motorizing delivery for a company serving seventy-odd routes. Safety was promptly forgotten and the economics of horse and motor multi-stop delivery was discussed until long after the scheduled hour for closing the meeting.

G. S. Frost, treasurer and general manager, New York Pie Baking Co., spoke just before the horse ran away with the meeting. He fastened responsibility for reducing accidents right down upon management. And by management he referred to no formal passing of motions but active, personal interest and actual work on the part of an executive or executives. He said that at the close of 1932 he decided to attend all safety meetings and be in, and a part of, the safety program. Results were almost too good to be true. Insurance premiums were reduced 33 per cent for 1931 compared with 1930 and repair expense cut 15 per cent. Summing it up, he testified that 12 hours actual time spent on safety saved the company $16,000.

The company requires each driver-salesman to make a report on the vehicle upon returning to the garage at the close of his day's work. The report requires the driver to sign a statement that the truck is okay, if such is the case, or to tell what is wrong. In addition, the vehicles are inspected each week. If the inspector finds brakes are poor on a vehicle which the driver has reported okay, the driver is warned; if the driver is guilty of a second failure to report a defect he is fired.

Drivers are required to post a deposit of $100 to cover damage to company property. Accidents are reported to a committee of five men comprising the sales manager, the delivery superintendent and three driver-salesmen. Note that this gives the drivers a majority of the committee. If the committee finds a driver guilty in an accident, he is required to pay for the amount of damage to company property up to the limit of the $100 deposit. If guilty of a second act of carelessness resulting in an accident, the driver is discharged.

The company selects and trains drivers very carefully, and therefore each discharge is a loss to it. Prac-

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## G. M. T. Computes Table of Average Operating Costs

CONTINUED FROM PAGE 24

based with known figures for the operation, it is possible to calculate the difference and add this to, or subtract it from, the figures given in the table.

To make these additions or subtractions correctly, it is, of course, necessary to know the assumptions upon which the table was based. These will be taken up in order. The first to be considered is depreciation which, as has been said, is figured both on time and mileage. The assumptions are that profitable mileage life increases with the truck or trailer as shown in Table 1. Trailer depreciation figures are based on mileage only. The figures are in Table 2.

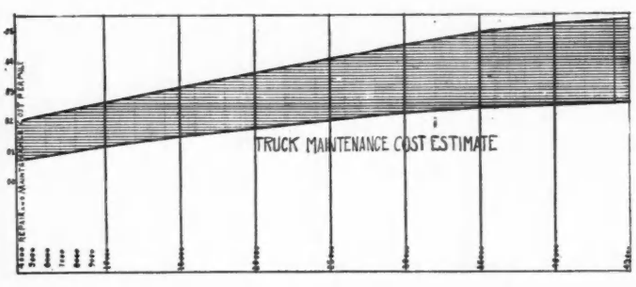
Allowances for drivers' wages, which on high mileage operation include an allowance for helpers, are based on a sliding scale which increases with the size of the truck and the mileage covered per day. The assumed figures are in Table 3.

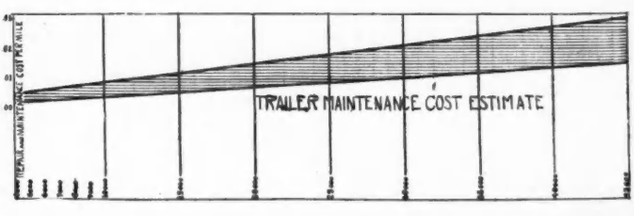
Cost of gasoline per mile is based on price of 17 cents per gallon including tax. The estimated range of gasoline consumption in terms of gross weight is shown in Table 4.

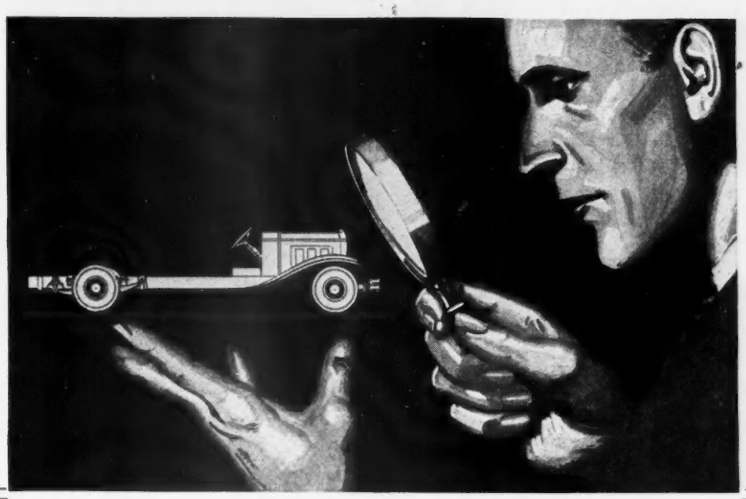
Tire mileage life of 25,000 miles is used in computing tire cost. Because of operating conditions, road surface and possible overload and difference in attention to inflation, this item must be increased or decreased.

Maintenance has been the stumbling-block in many general average cost tables because labor and material prices and maintenance methods and many other factors influence the cost per mile for maintenance. The figures given in Tables 2 and 3 show the probable range of maintenance cost per mile in terms of gross weight. Maintenance should be set up on a budget basis to include preventive maintenance, washing, lubrication, running repairs, overhauling, as well as body repairs and repainting and accident repairs not covered by insurance. On this basis the budget will build up a reserve in the early age of the vehicle which will provide for general overhaul and increased repair expense as the vehicle gets older. Because of this assumption of a budget reserve for maintenance, the mantenance figure is not expressed in terms of time or vehicle age but is a flat figure per mile. The shaded section in the table shows the range of maintenance cost likely to be encountered.

Charts Showing Range of Maintenance Costs Based on Mileage





# *A fair question*

TAKE almost any detail of automotive equipment, and probably most vehicle operators wonder if there is not some other type of the same equipment which is safer, more dependable, better.

The outstanding exception to this very human doubt is the group of car owners and commercial vehicle operators who know and prefer Lockheed Hydraulic Brakes.

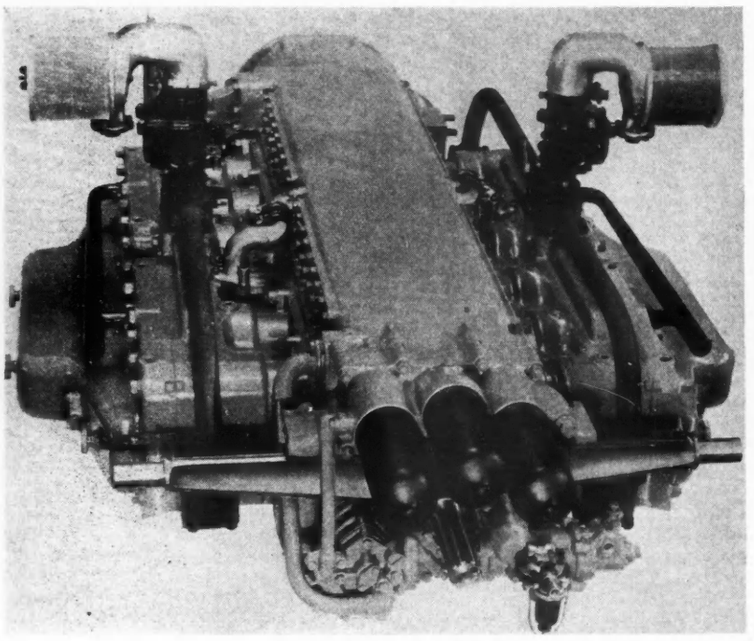
This Hydraulic preference almost always assumes virulent form. Hydraulic users wonder not so much if another type of brake is better, but why there is no other type of brake "just as good."

HYDRAULIC BRAKE COMPANY
DETROIT, MICHIGAN, U. S. A.

# LOCKHEED HYDRAULIC
## *Four* BRAKES *Wheel*

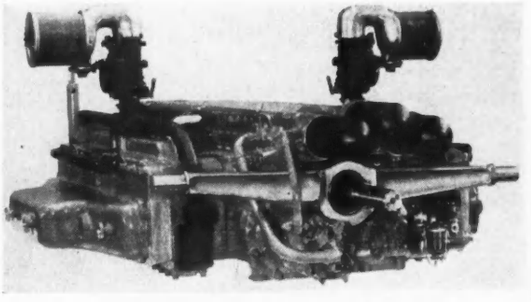
# White Flattens Engine Into Horizontal Opposed Twelve

## Suspended Amidships Below the Floor This New Type Powerplant Leaves Entire Load Space Free



**12 Facts About the 12**

| | |
|---|---|
| No. cylinders | 12 |
| Bore | 4½ in. |
| Stroke | 4¼ in. |
| Displacement | 811 cu. in. |
| Brake hp. | 225 |
| Starters | 2 |
| Carburetors | 2 |
| type | downdraft |
| Lubrication | dry sump |
| Oil pumps | 3 |
| Oil filters | 3 |
| Oil cooler | 1 |



Above: Mounted amidships below the floor the White engine is designed for servicing and removal from beneath the chassis. The flat top surface is part of the oil reservoir. At right: Front engine mounting is a trunnion in the center of a cross beam. Two carburetors are the only parts extending above the top of the engine.

THE horizontal opposed cylinder engine, once very popular in passenger cars and later in trucks, has reappeared, not as a two-cylinder chugger but as a smooth "flat" twelve—compact and powerful. This new version of the 180-deg. angle between cylinders powers a new coach by the White Co., deliveries of which will be made early in the new year. The engine is so low that when mounted beneath the coach floor with no openings into the passenger compartment it still gives ample ground clearance. Minor adjustments and repairs are made from beneath and the engine is dropped out below for major work.

Although the company makes at present no mention of use of the engine in a truck, its general construction follows the design which many engineers are predicting for use in trucks developed to provide more load space within legislative limits on length and width. (See "Engineers Intensify Worship of Gasoline Engine Shrine" in October issue.)

This new engine may be likened to two six-cylinder L-head engines mounted on a single crankcase and opposed to each other. There are two camshafts, two distributor drives with one crankshaft. Cylinders have a bore of 4½ in. and a stroke of 4¼ in., which is less than the bore; this reversal of usual dimensions is not uncommon in opposed engines. Piston displacement is no less than 811 cu. in., N.A.C.C. rating 97.2 hp. and brake horsepower at rear wheels 225.

Crankcase is of aluminum alloy with all main bearings secured by through bolts. Cylinder heads, two on each block, also are of aluminum. Blocks are fastened to the crankcase by through bolts as well as studs. Cylinders are cast of nickel chromium alloy cast iron with exhaust valve seats of White screwed-in type.

Crankshaft is counterweighted and carried in seven main bearings. Connecting rods are drilled for pressure lubrication to full-floating piston pins. Valves are on under side of engine and can be adjusted from below by removing bottom covers. They have 30-deg. seat angle.

The lubrication system includes many novel features, among them being a dry sump, three pumps, three-stage filter, and gravity flow of oil for splash lubrication for the first minute after starting. Two pumps with common delivery scavenge the lower crankcase, forcing the oil into an oil reservoir on top of the engine, passing through triple oil cleaners on the way. The pressure pump takes oil from the reservoir and forces it through the engine system. A large capacity oil cooler is integral with the top reservoir; cooling is effected by passing circulating water through tubes with U connections at the ends. There is enough clearance in the scavenging pumps to allow oil to trickle through when the engine is standing, which permits connecting rods to dip when starting. In less than a minute after the engine is started the scavenging pumps remove all of the oil and straight pressure lubrication continues.

Two downdraft carburetors are the only parts of the engine which extend above the coach floor. They open under seats, one on each side. Mixture

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### Rail-Truck Truce Tabled

A proposal by the Joint Committee of Railroad and Highway Users that all interests refrain from urging or opposing legislation before the various states, pending the formulation of recommendations, was tabled at a meeting held early in November. In view of the length of time it would take to properly investigate the questions before the committee, it was considered impracticable to ask either the railway group or the highway users group to discontinue their efforts and support of or opposition to proposed legislation. It is expected, however, that an agreement which the Joint Committee will reach will be so fair as to obtain support from all interests.

### Studebaker-White Merger

The Studebaker-White merger was consummated recently when more than 88 per cent of the White stock was deposited for exchange. The personnel set-up is as follows: Robt. W. Woodruff, chairman of White Motor Co.; A. G. Bean, president; George H. Kelly, vice-president and treasurer, and Homer H. Johnson, director of White, have all been elected directors of Studebaker Corp. Mr. Woodruff and Mr. Bean have also been elected

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### Want to Arbitrate

In a letter to the International Brotherhood of Teamsters of New York, the Merchant Truckmen's Bureau, the Motor Haulage Company and the U. S. Trucking Corp. outlined fully why, if haulers are to continue in business, wages of drivers must be reduced, and asked for cooperation.

### Trucks Make Big Gain

September sales of trucks made in the United States, according to the Bureau of Census, were 19,393, compared with 14,417 in August; 31,333 in September, 1931, and 44,223 in 1930.

### New GMT Comers

General Motors Truck Co. announces a new four-wheeler, Model T-110, with gross rating of 40,000 lb. and T-130, a six-wheeler, rated at 50,000 lb., extending its line into still higher tonnages (see Dec. issue).

### Store-Door Delivery Held Up

The Interstate Commerce Commission has requested the railroads to suspend inauguration of store-door delivery in New York City to permit further investigation until Nov. 16.

### And Still Going

Elijah G. Poxson, general sales manager, Reo, states that 42 new dealers have signed up to handle both passenger and commercial vehicles during the last few weeks.

## These Men Want Jobs

**Coldewey, August.** (48), 308 Wellington Road, Buffalo, N. Y. Eighteen years experience in automotive field as salesman, sales manager and branch manager in the sale of trucks and trailers. Has wide acquaintance in New York State and northern Pennsylvania. Wants connection as factory representative for truck, trailer or bus company. Will go anywhere within radius of Buffalo; immediately available; character and ability references.

**Hoffman, Kenneth J.** (30), 108 N. 50th St., Philadelphia. Twelve years all-around parts experience as follows: supervision, shipping, receiving, stock control, purchasing, inventory and arrangement of stock. Has been connected with Mack, International and other truck companies and branches throughout New York State; Brockway Motor Truck Corp., Philadelphia and Newark branches; National Motor Mfg. Co., Irvington, N. J.; Maccar Truck, Inc., Mt. Vernon, N. Y., and Sterling Motor Truck Co., Philadelphia. Can furnish references from all these companies.

**Lindstrom, Carl A.** (30), 72 Richton Ave., Highland Park, Mich. Graduate of Tuft College in mechanical engineering with eight years experience in automotive service work as follows: one year as driver; six years as parts salesman for Henley Kimball Co., Cambridge, Mass.; one year as technical aid to W. C. Casson, Detroit. Will accept position as draftsman, engineer or service man anywhere. Available immediately.

**A-9.** (32), 14 years general and executive business experience and four years experience as general manager of a trucking organization, operating a fleet of 15 trucks in New York City. Has knowledge of office routine, including accounting. Will accept a position anywhere in New York or New England.

**A-10.** (47), 26 years experience in automotive industry, 20 years with three tire companies and six years selling trucks, contacting fleet owners and government departments. Qualified to cover territory and act as government representative.

**A-11.** (31), Education: preparatory school and two years college. Business experience: office manager and sales, Stewart Motor Truck Co., Pittsburgh branch; wholesale sales, White Motor Co., Pittsburgh, and editor of house organ and sales, International Harvester Co., Cleveland. This experience covered a period of eight years. Would like to follow sales promotion work but will accept any position in line with experience. References. Will go anywhere.

## PERSONNEL CHANGES

✪Tom F. Barry has resigned as secretary of the Merchant Truckmen's Bureau of New York, Inc., in order to devote full attention to his campaign for election to the Assembly. Pending election of officers, Mr. Barry is also acting as secretary of a new organization which is being formed under the name of New York State Truck Owners' Association, Inc., with headquarters in Room 738, 15 Park Row, N.Y.C.

✪Chas. Sharpless, former Relay branch manager, has established the Commercial Motor Parts Co., 145 N. 22nd St., Philadelphia, to furnish parts for Garford and Relay trucks.

✪Grant L. Gillam has been named receiver for the Relay Motors Corp.

✪"Mike" Hurwitz, wholesale manager for Brockway, Philadelphia, for the last ten years, has been transferred to the Newark branch as manager.

✪F. H. Akers has been advanced to the post of director of territory development of Dodge Bros.

✪Ray C. Sackett, formerly public relations counsel and publicity director for Advertisers, Inc., has been appointed advertising manager of the Continental Motors Corp.

### Highway-Rail Freight

Coordinated highway-rail freight is being undertaken by the Alton Railroad Co. in cooperation with trucking companies to serve shippers. Under this new Alton service, the truck companies load trucks and trailers on flat cars at the Chicago terminal and unload them at East St. Louis, where they are run across the river into St. Louis under their own power. Rates vary from $30 to $60, according to size and weight. Max. load is 40,000 lb.

### Hook Wins Editorial Award

The unbroken record of Chilton successes in Associated Business Paper awards for editorial excellence was maintained when George T. Hook, editor, COMMERCIAL CAR JOURNAL, and P. M. Heldt, engineering editor, *Automotive Industries*, were given certificates and prizes in the 1932 competition for the best article or series of articles. Mr. Hook's award came for his series on "Tonnage Ratings for Motor Trucks." The competition includes all the leading business papers of the country and this year drew 121 individual entries.

### Eastern Border Mix-up

An Act of the Pennsylvania legislature, denying reciprocity to for-hire operators but continuing it for other operators, has resulted in a border-war involving seven states. New Jersey responded with complete suspension of reciprocity and the other six states, according to present advices, are retaliating in kind. However, a later conference between New Jersey and Penna. officials resulted in a truce.

### Stumps for Regulation

The California Railroad Commission, after an investigation of six months, directed a program for regulative legislation which involved certification, regulation as to rates and conditions of operation of trucks.

### Knows His Ability

R. D. Hilty, general sales manager of Thos. J. Hay, Chicago, has been awarded the grand prize offered by the Reo Motor Car Co. for the best short essay on the advantages of Reo's "ability rating" plan.

### May Abandon 26 Plants

Ford may, according to a newspaper report, abandon "within 10 days" 26 plants throughout the country and center all assembly work in six seaport cities.

### Klemm Reduces

Klemm Key Controlled Governors for Fords and Chevrolets have been reduced to $16.00; the Seal type to $14.00 and the Plunger type to $10.00.

## Reclaimed Oil Passes Every Test of Operating Economy

CONTINUED FROM PAGE 22

(500-mile average) and this period was not changed when oil reclaiming was started. In this operation, therefore, the effect of reclaiming is to reduce oil cost, not to reduce maintenance costs. However, the fact that maintenance costs did not increase, or in fact change at all, with use of reclaimed oil would seem to prove that reclaimed oil is a satisfactory lubricant and has no harmful effect on an engine.

Then there is the even more encouraging experience of a large fleet in Philadelphia. Three years ago a reclaimer was installed and at the same time drainage periods, which ranged from 1000 to 1500 miles, were put on a 500-mile basis. The low cost of the reclaimed oil (around 12 cents a gallon) made it economical to increase the drainage frequency. The result was that whereas before there were 15 general engine overhauls per year in a fleet of 25 trucks, today only eight engines are rebuilt in an active fleet of 70 trucks.

In this case it is not possible to make the distinction that the maintenance economies were the result of frequent oil change in spite of the use of reclaimed oil. But reclaimed oil must at least share the credit for the maintenance economies because it encouraged frequent crankcase changes. At any rate the manager of this fleet gives all the credit to the reclaimer because it made it possible for him to maintain in his engines an oil of a better average quality. He said he expects to get 100,000 miles out of his engines.

This is not a vain expectation. other fleet operators are not only expecting it but apparently getting it. For instance, there is the Ohio bus fleet that has been experimenting with reclaimed oil. One parlor car has operated 187,000 miles and still has the original block without regrind and has the original pistons, pins and rods. Only one ring replacement was made and that at 96,000 miles. The bus operates 372 miles daily and averages only 2 qt. of oil used each day.

"This is still another piece of equipment which is showing up a wonderful record," the manager writes. "If reclaimed oil was not 100 per cent then our equipment would never be showing such records as the above."

Installation of a reclaimer permitted the Department of Water Supply of the City of Detroit to change oil at more frequent intervals and also use a higher quality oil than the other departments in the city.

"In addition," the garage superintendent writes, "to the actual saving in the oil purchases, our maintenance costs have been noticeably reduced since the installation of the reclaimer."

J. R. Kreisa, Coca-Cola Bottling Co. of New York, speaking at a Retail Delivery Association meeting, said: "The economies of oil reclamation are manifold; reducing the cost of lubrication is the least of these. If we could check the increased mileage, due to the better lubrication, that accumulated between overhaul periods, we would probably find a 30 per cent reduction in engine recondition cost during the life of the vehicle. The better power available would also have a direct bearing on repair costs in clutch and transmission units."

There is a greater availability of answers to the second question dealing with direct oil cost economy. The evidence is conclusive that, given a sufficient quantity of oil drainage for a particular size of reclaimer, enough will be saved in direct oil costs to warrant the purchase of reclamation equipment.

I could quote you from the reports of fleet managements from now until dinner time, but to spare you I shall quote from only a few experiences, but these cover a wide area and are representative of the different types of reclaimers in use among fleets. It may seem a strange coincidence that in the examples I shall give you the oil reclamation costs, when depreciation and interest are added to the direct costs such as labor, materials and power, all work out in the neighborhood of 12 cents a gallon. I can account for it only in one way, that all of the operators are big ones and have considerable oil drainage, that they chose the right size of reclaiming equipment for their operation, and that, under such circumstances, it would be stranger if their costs did not parallel each other closely.

### Re-refines Not Reclaims

The Rieck-McJunkin Dairy Co., Pittsburgh, Pa., "re-refines" (note that term; the garage superintendent prefers it, and so do many others, to "reclaims") 6000 gal. of oil a year at a cost of 12 cents per gallon. This cost includes labor, material, power, interest on money invested and 20 per cent depreciation on the machine. After one year's operation this company's figures disclosed that the *re-refiner* had returned 275 per cent on the money invested.

The West Ridge Transportation Co., Girard, Pa., "re-refined" (Note the recurrence of this term. The preference for re-refines is based on the belief that the very idea of reclaiming something carries a derogatory connotation.) 1200 gal. in five months at a total cost per gallon of 12 5/6 cents. The overhead cost per gallon was 5½ cents. This included an allowance for maintenance, interest on investment and depreciation at the rate of 10 per cent. The direct operating cost was 7 1/3 cents per gallon. On the 60-cent oil this company was using there was a saving of $571.20 in the first five months of operation, this on a machine costing slightly more than $800.

A Mid-Western railroad that wants its name kept confidential saved $1,444.88 after 17 months' operation after wiping out an expense of $3,219.82 which represented the cost of reclaiming and the cost of reclaimer and installation. This fleet reclaimed 10,366 gal. of oil in the 17-month period at an average direct cost per gallon of 8.4 cents. The savings were based on oil at 45 cents a gallon.

In one month (January, 1932) a Kentucky bus fleet reclaimed 1195 gal. of oil at a total cost of 12.531 cents per gallon, thus saving $304.35 on 38-cent oil. On this basis the company figures it will save $3,652.20 in one year, which will represent a return of 146.1 per cent on a reclaimer investment of $2,500.

In three years a large West Coast operation reclaimed 55,972 gal. of oil at a direct cost of 6½ cents per gallon. On 35-cent oil this means a saving of $15,952.02 in a three-year period. Although I did not ascertain how much this company invested in its reclaming outfit, I do know the brand of reclaimer used and I know it could not have been more than $1,500. This would leave an overall saving, after wiping out the investment and the cost of reclamation, of more than $14,000.

While the illustrations I have given you maintain an average per-gallon reclaiming cost of around 12 cents, the savings in individual cases tend to vary because of such factors as volume of drainage available for reclamation, cost of electrical current in different localities, and the percentage of drainage recovered. So that you find one manufacturer of reclaiming equipment explaining that direct costs alone will vary from 5 cents per gallon for large reclaiming units with low electrical costs to 12 cents per gallon for small units with high electrical costs; and another manufacturer saying, "We, of course, have some costs both lower and higher, but a figure of 7¼ to 7½ cents per gallon direct operating cost is very close to a mathematical average."

It is perhaps safe to say that total reclamation cost, including all overhead and direct cost items, will run from 10 to 18 cents per gallon, depending upon the variable elements.

In approaching the third important question: "How many vehicles must a fleet operate or how many gallons of drainage must it have in a given period to show a profit on the investment?" I had hoped to be able to procure a minimum figure on which all reclaimer manufacturers would agree. But apparently there is no possibility of agreement because the list prices of reclaimers range from $290 to $2,250 and beyond, and these prices naturally influence a manufacturer's recommendations for profitable investment. Moreover, the price a fleet oper-

TURN TO PAGE 46, PLEASE

# More payload per trailer?

## *It's Easy!*

RESTRICTIONS of gross vehicle weights call for less weight of body and chassis; giving maximum margin for the payload that brings in the money.

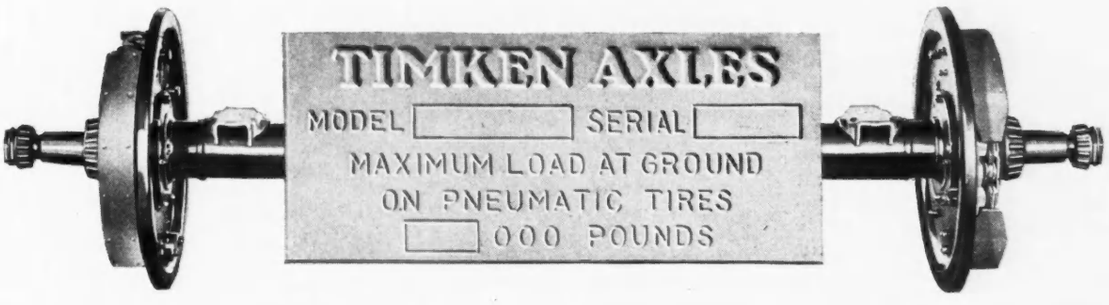
Yet stern competition, requiring lower operating costs, will allow no sacrifice of chassis strength at any point; and least of all, in the axles.

Timken Tubular Trailer Axles give you the right answer to this perplexing problem, which is bothering every thoughtful operator of trailers.

The tubular section of the Timken Trailer Axle possesses far greater strength and weighs much less than an equivalent beam of any solid shape—round, square, rectangular.

You reduce chassis weight by having Timken Tubulars, without *sacrificing carrying capacity*. The tubular section is rigid—much less deflection under radial or torsional loads prolongs tire life. *You can't afford not to specify* these better, modern axles; developed and built by Timken expressly to meet the conditions of modern hauling operations.

Every trailer operator should read our booklets on trailer axles and trailer tire wear—interesting, authoritative. Copies mailed on request.




**THE TIMKEN-DETROIT AXLE COMPANY, DETROIT, MICHIGAN**

## Reclaimed Oil Passes Every Test of Operating Economy

CONTINUED FROM PAGE 44

ator is paying for new oil is another important factor which further complicates the issue. Therefore, the variation in the recommendations of what constitutes an attractive investment need not be surprising. All of the manufacturers based their minimum recommendations on available gallons of drainage, and properly so, because this, and not number of vehicles, is, after all, the common denominator.

Thus one recommendation was a minimum crankcase drainage of 31½ gal. per month; another, 32 gal. per month; a third, 75 gal. per month; a fourth, 250 gal. per month, and a fifth, made by a manufacturer who omitted to mention his list price, stated that "operators having less than 150 gal. of oil per week to process will hardly make savings to warrant the use of a reclaimer." Needless to say, the evidence I gave you a short while ago disputes this contention.

I think I am correct in saying that a great many operators of fleets do not keep accurate oil drainage figures. In considering the purchase of a reclaimer an estimate of drainage can, of course, be made but it might prove to be expensively erratic, because an estimate arrived at either through the number of units in service or number of miles operated is not dependable. It must be remembered that such factors as grade or viscosity of oil used, operating temperatures, maintenance methods, periods of oil change, mechanical condition of an engine and so on, have a direct bearing upon the amount of crankcase drainage that will be returned from a given amount of new oil used. If drainage for a given period is accurately computed it becomes an easy matter, since the reclaimer manufacturer can then provide the direct cost per reclaimed gallon to determine the amount of capital investment that will insure a profitable installation.

In conclusion let me say that my inquiries among fleet operators disclose that further economies in direct oil cost by the use of reclaimers are possible if operators will discard certain notions regarding oil. There is the notion that color has something to do with lubricating ability of an oil, and there is the notion that oil must contain no gasoline dilution when it is poured into a crankcase. Present-day reclaimers, of course, cater to these notions and consequently the cost of reclamation is higher than it would be if practical requirements only were considered. This is proved by a large Washington, D. C., operator who saves one cent on each gallon by letting the "black color" stay in.

"To clear the oil up is useless," he says, "because it just looks nice, that's all; it doesn't improve the oil in any way other than to take the color out and clear it up. I don't see any use, unless you want to sell reclaimed oil, to take the carbon color out or the black color."

And that precisely is the complaint of another fleet operator who attacks the dilution notion.

"There seems to be an attempt," he says, "to reclaim oil so that it can be resold on so-called specifications, including the absence of dilution. There is no point in reclaiming out all dilution, knowing as we do that perhaps 5 to 10 per cent dilution, depending upon the operation, will be put in again in a very short time." (This operator determined by tests that maximum dilution in his vehicles occurred between 200 and 400 miles after the crankcase is drained.)

Thus the experiences of these operators seem to hold out some possibility not only for even cheaper reclamation but for cheaper reclaimers.

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## Safety Efforts Snatch Big Sum From Accident Toll

CONTINUED FROM PAGE 40

tically all deliveries of company products are made before 11 a. m. and new drivers are shown such details as the best place to park while making delivery to a certain customer.

Robbins B. Stoeckel, Commissioner of Motor Vehicles, Connecticut, put the driver's mental attitude in no secondary place in responsibility for accidents but right up at the top, to wit: "Every accident is the result of exaggeration of conduct." In explaining what his department does to prevent persons inclined to exaggeration of conduct from getting into trouble on the highways of Connecticut he swept aside several well established notions and described the examination for a driver's license in his state.

"Hearing is not so important as other senses," according to Mr. Stoeckel. The minimum requirement for eyesight is about 20/70, which represents the ability to distinguish a child from a fire hydrant at 200 ft.

Placing an absolute ban upon mental defectives with the statement, "No mental defective should be licensed," Mr. Stoeckel stated that the case of physical defectives was entirely different. He explained that a person with some physical handicap reasons that he is not as good a driver as the normal driver, and that he must be more careful in driving. As a result, the accident rate of licensed drivers carrying some physical defect is relatively low.

The driver's test in Connecticut is intended to show the personality of the driver as it affects driving. Drivers may be divided into two classes, the timid and the too confident. During the actual driving test the inspector in charge takes special note of three things: driver's skill, his attitude toward the motoring public, and his performance in traffic.

Each inspector is required to write his opinion of the applicant as a driver, and inspectors in charge of this work have been right in about one-half of their opinions in 16,000 cases.

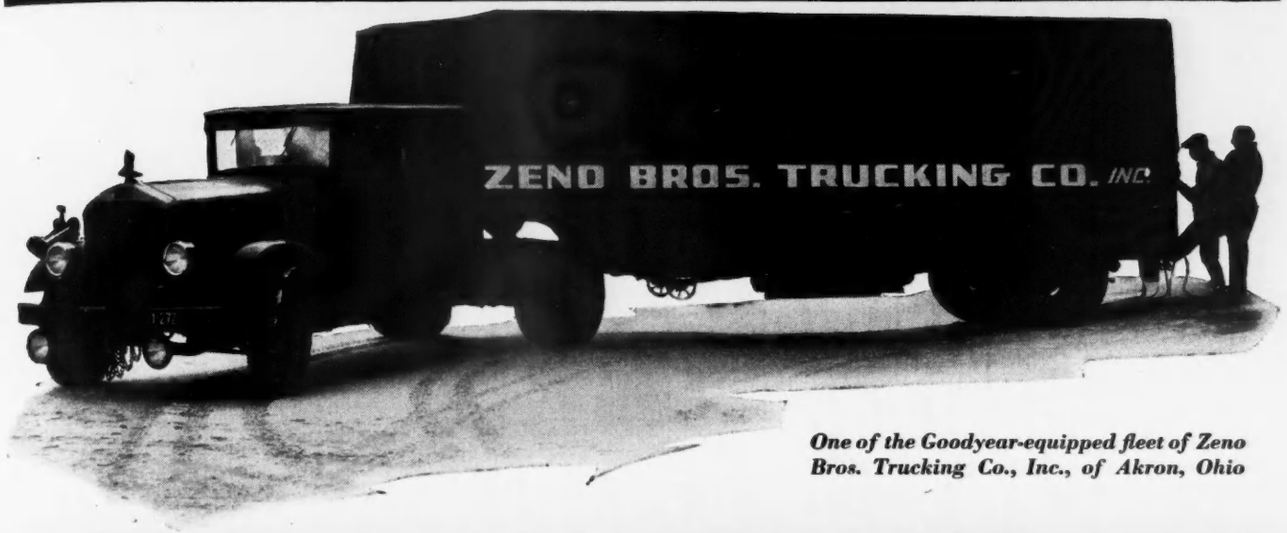
Commissioner Stoeckel was not the only speaker who advocated care in the selection of motor vehicle drivers. During a discussion, a large fleet owner dared to look forward to the revival of business and foresee a few new problems. He predicted that men who had been out of work for some time would not be as good as when they were employed, and warned other fleet men that special precautions must be taken in selecting men and putting them back to work, even though they had previous good records.

Commercial vehicle drivers as a class were given credit for a relatively better showing in accident reduction than passenger car drivers by Sidney J. Williams, director of the Public Safety Division of the Council, during a general session. He said: "In four years there was actually a decrease of 12 per cent in the number of truck, bus and taxicab drivers involved in fatal accidents, against an increase of 50 per cent in the number of private drivers."

More detailed information showing reduction in accidents was given in the report of the safety competition among fleets. There were 239 fleets competing on a mileage basis and 42 fleets on an hourly basis. Vehicles in the 239 fleets covered more than 173,000,000 miles in six months, averaging 3.17 accidents per 100,000 miles, while the hourly basis fleets averaged only 13.04 accidents per 100,000 hours. Fleets were divided into groups of large fleets and of small fleets. In addition, the country was divided into four regions. Awards were made for large and small fleets in vocational divisions, and by regions. Divisional winners included:

Public utilities division: Oklahoma Gas & Electric Co., both large and small fleets, Oklahoma City and Sapulpa, Okla., operations respectively. Coal and ice division: large fleet, Southern United Ice Co., operations in Tennessee; small fleet, Rainey-Wood Coke Co., Conshohocken, Pa. Petroleum division: large fleet, Standard Oil Co. of California, San Joaquin district; small fleet: Mexican Petroleum Corp., Texas and Virginia operations. Heavy trucking division: large fleet, Coca-Cola Bottling Co., Newark and Asbury Park operations; small fleets, Hastings Truck Co., Kalamazoo, Mich. Light delivery division: large fleet, the Canton Repository, Canton, Ohio; small fleets, the American S.P.C.A., New York City. Transfer and storage division: City Transfer Co., Honolulu, Hawaii. Dairies, bakeries, restaurants: large fleet, Pie Bakeries, Inc., Detroit, Mich.; small fleet, .7 Baker Bros., Steubenville, Ohio. Miscellaneous division: Tubize Chatillion Corp., Hopewell, Va.

# A-W-T TRACTION




*One of the Goodyear-equipped fleet of Zeno Bros. Trucking Co., Inc., of Akron, Ohio*

# ON SNOW AND ICE

**OVER the icy mountain roads between Boston and Akron all winter long the heavily loaded truck and trailer fleet of Zeno Bros. Trucking Company, Inc., travels sure-footed, on schedule, on Goodyear All-Weather Tread Balloon Tires.**

**Mr. Joseph Zeno, reporting on this operation, makes a special point of both All-Weather Tread traction and Goodyear stamina. He writes:**

**"We certainly have reason to praise Goodyear Tires highly, especially for the wonderful traction they give us on snow and ice.**

**"On two of our trucks the front tires were taken off after 67,434 miles. The rear tires on tractors and trailers have given us from 30,000 to 40,000 miles, which, considering the heavy loads we are hauling on 28-foot trailers, we consider exceptional service."**

**Give your trucks and trailers the advantage of the Goodyear All-Weather Tread — all winter and all year round. The great, thick, sharp-edged blocks of this mighty tread cut down through snow and ice, slush and mud, to solid going. Powerful for on-time going with SAFETY. One of the big reasons why *"more tons are hauled on Goodyear Truck Tires than on any other kind."***

**Call on your Goodyear Truck Tire Service Station Dealer for the right sizes and types for *your* hauling.**

**Goodyear K-Rims for Trucks and Trailers**

**Extra valuable, too, are the advantages of Goodyear K-Rims — noted for their ease of operation, with open valve stem slot and split base; for their safety in service, and their interchangeable mounting**

THE GREATEST NAME IN RUBBER

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**SPECIFY GOODYEAR BALLOON TRUCK TIRES ON YOUR NEW TRUCKS AND TRAILERS**

# COMMERCIAL CAR JOURNAL'S

## CORRECTIONS ARE MADE EACH MONTH FROM DATA SUPPLIED DIRECT BY TRUCK MAKERS +

| Line Number | MAKE AND MODEL | GENERAL (See Keynote) | | | | | | TIRE SIZE | | MAJOR UNITS | | | | | | | | | | FRAME | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | ENGINE | | TRANSMISSION | | | REAR AXLE | | | GEAR RATIOS | | | |
| | | Tonnage Rating | Chassis Price | Standard Wheelbase | Max. W. B. Furnished | Gross Vehicle Weight | Chassis Wt. (Stripped) | Front | Rear | Make and Model | No. of Cylinders Bore and Stroke | Make and Model | Location and Forward Speeds | Aux. Location and Speeds | Make and Model | Gear and Type | Drive and Torque | In High | In Low | Side Rail Dimensions | Type |
| 1 | A.C.F. | 160 | 6 | 6950 | 186 | 222 | 26000 | 10170 | B9.75/22 | B9.75/22 | HaS 160 | 6–4¼x5½ | BL 1714 | U 4 | Op | Tim 76730 | 2F | R | 7.46 | 52.7 | 8x3 | P |
| 2 | | 175B | 6½ | 8300 | 186 | 222 | 26000 | 10750 | B10.50/22 | B10.50/22 | HaS 175 | 6–5x6 | BL 714 | U 4 | Op | Tim 76730 | 2F | R | 7.46 | 38.7 | 8x3 | P |
| 3 | | 175A | 7½ | 8800 | 186 | 240 | 30000 | 11610 | B10.50/24 | B10.50/24 | HaS 175 | 6–5x6 | BL 714 | U 4 | Op | Tim 79730 | 2F | R | 7.48 | 38.7 | 8x3 | P |
| 4 | Am. LaF. Big Ch. | 16 | 5 | 6725 | 226 | 242 | 24000 | 10000 | P40x8 | DP40x8 | Own 16R | 6–4½x6 | Own 16R | A 4 | No | Own 16R | 2F | R | 6.13 | 33.0 | 9⅞x2½x¼ | P |
| 5 | Armleder | 11Ha | 2–3 | 1570 | 156 | 195 | 11500 | 4070 | B7.00/20 | DB7.00/20 | Con 16C | 6–3⅜x4⅝ | Fu WOBB | U 4 | No | Tim | BF | H | 5.83 | 31.2 | 6x3x¼ | P |
| 6 | | 21Ha | 2½–4 | 2185 | 160 | 207 | 15300 | 4783 | B8.25/20 | DB8.25/20 | Her WXB | 6–3¾x4½ | Fu MLU | U 4 | No | Tim | BF | H | 6.06 | 38.5 | 6x3x¼ | P |
| 7 | | 31Ha | 3½–5 | 2745 | 146 | 213 | 19500 | 5838 | B9.00/20 | DB9.00/20 | Her WXC | 6–4x4½ | Fu MGU | U 4 | No | Tim | BF | R | 6.02 | 39.2 | 7x3x¼ | P |
| 8 | | 41Ha | 4–5½ | 3050 | 160 | 227 | 23000 | 6600 | B9.75/20 | DB9.75/20 | Her WXC | 6–4x4½ | Fu MGU | U 4 | No | Tim | BF | R | 6.83 | 43.8 | 7x3x¼ | P |
| 9 | | 61Ha | 5–7 | 3625 | 146 | 227 | 24000 | 7400 | B9.75/20 | DB9.75/20 | Her WXC2 | 6–4½x4½ | Fu MGU | U 4 | No | Tim | WF | R | 8.5 | 55.2 | 8¼x3x⅜ | P |
| 10 | | 71Ha | 7–9 | 4595 | 164 | 235 | 29500 | 7800 | B10.50/20 | DB10.50/20 | Her YXC | 6–4⅜x4¾ | Fu VUOG | U 5 | No | Tim | WF | R | 8.5 | 55.2 | 8¼x3x⅜ | P |
| 11 | | TRHA | 10 | 3645 | 148 | 174 | 35000 | 6250 | B9.75/20 | DB9.75/20 | Her YXC3 | 6–4⅜x4¾ | Fu VUOG | U 5 | No | Tim | BF | R | 7.8 | 55.1 | 7x3x¼ | P |
| 12 | | TRDA | 10 | 3895 | 148 | 174 | 39000 | 6450 | B9.75/20 | DB9.75/20 | Her YXC3 | 6–4⅜x4¾ | Fu VUOG | U 5 | No | Wis | 2F | R | 7.8 | 56.8 | 7x3x¼ | P |
| 13 | Atterbury | A | 1 | 1095 | 132 | 145 | 7000 | 3400 | P30x5 | P30x5 | Lyc WTG | 6–3x4¾ | Wa T9 | U 4 | No | Tim 51000H | B | H | 6.20 | 39.7 | 5¾x3¾x¼ | N |
| 14 | | K | 1½ | 1595 | 145 | 160 | 8000 | 3640 | P32x6 | P32x6 | Lyc WTG | 6–3x4¾ | Wa T9 | U 4 | No | Tim 52200H | B | H | 6.50 | 39.7 | 5¾x3¾x¼ | N |
| 15 | | G | 2 | 1985 | 160 | 160 | 10000 | 3955 | P32x6 | DP32x6 | Lyc 4SL | 6–3¼x4½ | Co F4B | U 4 | No | Tim 54200H | BF | H | 6.80 | 45.1 | 5¾x3¾x¼ | N |
| 16 | | 45 | 2–2½ | 2375 | 175 | 188 | 12000 | 5300 | B7.50/20 | DB7.50/20 | Lyc ASD | 6–3⅝x4½ | Co W4C | U 4 | No | Tim 54200H | BF | H | 6.80 | 39.8 | 7x3¼x¼ | N |
| 17 | | 50 | 2½–3 | 2950 | 189 | 202 | 14000 | 5800 | B8.25/20 | DB8.25/20 | Lyc ASD | 6–3¾x4½ | Co W4C | U 4 | No | Tim 56200H | BF | H | 7.40 | 43.3 | 7x3¼x¼ | N |
| 18 | | R | 3 | 3700 | 173 | 199 | 16040 | 7250 | P34x7 | DP34x7 | Con 18R | 6–4x4½ | BL 35-4 | U 4 | No | Tim 65001H | WF | H | 7.1 | 37.4 | 7x3¼x¼ | C |
| 19 | | 60 | 3 | 3150 | 190 | 215 | 16000 | 6000 | B9.00/20 | DB9.00/20 | Lyc ASD | 6–3¾x4½ | CoW4C | U 4 | No | Tim 58200H | BF | H | 7.80 | 45.6 | 7x3¼x¼ | N |
| 20 | | 65 | 3–3½ | 4050 | 200 | 221 | 18500 | 7800 | B9.00/20 | DB9.00/20 | Con 18R | 6–4x4½ | BL 51-5 | U 4 | No | Tim 65200H | WF | R | 7.50 | 40.1 | 8x3¼x¼ | N |
| 21 | | 70 | 3½–4 | 4 [illegible] | 222 | 222 | 23000 | 8400 | B9.75/20 | DB9.75/20 | Con 20R | 6–4¼x4¾ | BL 51-5 | U 5 | No | Tim 65720H | WF | R | 8.50 | 62.9 | 8x3¼x¼ | N |
| 22 | | C | 3½ | 4750 | 186 | 220 | 19315 | 8300 | B36x8 | DP36x8 | Con 20R | 6–4¼x4¾ | BL 51-5 | U 4 | No | Tim 65706D | WF | H | 7.25 | 38.8 | 8x3¼x¼ | C |
| 23 | | 100 | 5–6 | 5675 | 223 | 237 | 28000 | 9100 | B10.50/20 | DB10.50/20 | Con 21R | 6–4⅜x4¾ | BL 55-7 | A 7 | No | Tim66720DH | WF | R | 9.0 | 85.5 | 9x3¼x¼ | N |
| 24 | Autocar | R | 1½ | 2250 | 159 | 189 | | 5370 | B7.00/20 | DB7.00/20 | Own R | 6–3¾x4¾ | BL 234 | U 4 | No | Own A | SF | H | 5.22 | 33.5 | 6¾x3x⅜ | T |
| 25 | | RF | 2 | 2450 | 159 | 189 | | 5750 | B8.25/20 | DB8.25/20 | Own R | 6–3¾x4¾ | Own T | U 4 | No | Own A | SF | H | 5.22 | 33.0 | 6¾x3x⅜ | T |
| 26 | | RG | 2½ | 2600 | 159 | 210 | | 5975 | P34x7 | DP34x7 | Own R | 6–3¾x4¾ | Own T | U 4 | No | Own D | 2F | H | 6.21 | 39.3 | 8x3x¼ | T |
| 27 | | A | 2½ | 3000 | 150 | 192 | | 6350 | B8.25/20 | DB8.25/20 | Own SD | 6–4x4¾ | Own T | U 4 | No | Own A | SF | H | 5.22 | 33.0 | 8x3x¼ | T |
| 28 | | D | 3 | 3500 | 150 | 192 | | 6375 | P34x7 | DP34x7 | Own SD | 6–4x4¾ | Own T | U 4 | No | Own D | 2F | H | 6.21 | 39.3 | 8x3x¼ | T |
| 29 | | DE | 3½ | 3850 | 150 | 210 | | 7000 | B9.00/20 | DB9.00/20 | Own SD | 6–4x4¾ | Own T | U 4 | No | Own TE | 2F | H | 6.43 | 40.7 | 8x3x¼ | T |
| 30 | | DF | 3½ | 3950 | 150 | 192 | | 7075 | B9.00/20 | DB9.00/20 | Own SD | 6–4x4¾ | Own T | U 4 | No | Own TE | 2F | H | 6.43 | 40.7 | 8x3x¼ | T |
| 31 | (Eng.und.seat) | HS | 3½ | 4600 | 114 | 161 | | 7900 | P40x8 | DP40x8 | Own M | 4–4½x5½ | Own T | U 4 | No | Own C | 2F | H | 8.57 | 54.3 | 7x2½x¼ | T |
| 32 | " " " | SHS | 3½ | 4800 | 114 | 161 | | 7900 | P40x8 | DP40x8 | Own SCH | 6–4¼x4¾ | Own T | U 4 | No | Own C | 2F | H | 8.57 | 54.3 | 7x2½x¼ | T |
| 33 | | DH | 4 | 4150 | 150 | 174 | | 7250 | P36x8 | DP36x8 | Own SD | 6–4x4¾ | Own T | U 4 | No | Own N | 2F | H | 8.57 | 54.3 | 8x3x¼ | T |
| 34 | | N | 4 | 4600 | 191 | 227 | | 8090 | B9.75/20 | DB9.75/20 | Own SCH | 6–4¼x4¾ | Own T | U 4 | No | Own N | 2F | H | 7.20 | 45.6 | 9x3x¼ | T |
| 35 | | NE | 5 | 4725 | 149 | 170 | | 8300 | B9.75/22 | DB9.75/22 | Own SCH | 6–4¼x4¾ | Own D | U 5 | No | Own C | 2F | H | 8.57 | 50.1 | 8x3x¼ | T |
| 36 | | NF | 5 | 4800 | 191 | 227 | | 8350 | B9.75/22 | DB9.75/22 | Own SCH | 6–4¼x4¾ | Own D | U 5 | No | Own TF | 2F | H | 7.20 | 42.1 | 9x3x¼ | T |
| 37 | | NH | 5 | 4925 | 149 | 170 | | 8440 | B9.75/22 | DB9.75/22 | Own SCM | 6–4½x4¾ | Own D | U 5 | No | Own C | 2F | H | 8.57 | 50.1 | 8x3x¼ | T |
| 38 | | S | 5 | 5500 | 158 | 168 | | 8800 | B9.75/22 | DB9.75/22 | Own SCH | 6–4¼x4¾ | Own T | U 4 | A 3 | Own CG | 2F | H | 8.52 | 54.0 | 9x3x¼ | T |
| 39 | | SE | 6 | 5800 | 158 | 168 | | 8950 | B10.50/22 | DB10.50/22 | Own SCM | 6–4½x4¾ | Own T | U 4 | A 3 | Own CG | 2F | H | 8.52 | 54.0 | 9x3x¼ | T |
| 40 | | C | 7½ | 6600 | 158 | 176 | | 10950 | B10.50/24 | DB10.50/24 | Own SCM | 6–4½x4¾ | BL 734 | U 4 | A 3 | Wis 78720 | 2F | H | 9.92 | 121. | 10½x3x⅜ | T |
| 41 | | CF | 7½ | 6900 | 164 | 182 | | 11280 | B10.50/24 | DB10.50/24 | Wau 6RB | 6–5x5¾ | BL 734 | U 4 | A 3 | Wis 78720 | 2F | H | 9.92 | 121. | 10½x3x⅜ | T |
| 42 | | T | 7½ | 6000 | 192 | 242 | | 9975 | B10.50/22 | DB10.50/22 | Own SCM | 6–4½x4¾ | Own T | U 4 | A 3 | Own TG | 2F | H | 7.20 | 88.5 | 9x3x¼ | T |
| 43 | | TE | 8½ | 6500 | 189 | 207 | | 10700 | B10.50/24 | DB10.50/24 | Own SCM | 6–4½x4¾ | BL 734 | U 4 | A 3 | Own TG | 2F | H | 7.20 | 87.6 | 10½x3x⅜ | T |
| 44 | | TF | 8½ | 6800 | 195 | 247 | | 10950 | B10.50/24 | DB10.50/24 | Wau 6RB | 6–5x5¾ | BL 734 | U 4 | A 3 | Own TG | 2F | H | 7.20 | 87.6 | 10½x3x⅜ | T |
| 45 | | (T) FE | 20 | 9500 | 180 | 180 | | 12300 | B10.50/24 | DB10.50/24 | Ste LT | 6–5¼x6 | BL 734 | U 4 | A 3 | Wis 79731 | 2F | H | 7.9 | 96.0 | 10½x3x⅜ | T |
| 46 | Available | W140 | 2 | 1350 | 168 | 182 | 11200 | 4000 | B7.00/20 | DB7.00/20 | Wau ZK | 6–3⅜x4½ | WG T9 | U 4 | No | Tim 53200 | SF | R | 6.6 | 42.2 | 10x2½x¼ | T |
| 47 | | W200 | 2½ | (2) | 168 | 182 | 13400 | 4500 | B7.50/20 | DB7.50/20 | Wau TL | 6–3⅝x4¾ | BL 224 | U 4 | No | Tim 54300 | SF | R | 6.8 | 43.5 | 10x2½x¼ | T |
| 48 | | W230 | 2½–3 | 1950 | 182 | 196 | 16300 | 5300 | B8.25/20 | DB8.25/20 | Wau 6-90 | 6–3⅝x4¾ | BL 234 | U 4 | No | Tim 56200 | SF | R | 7.4 | 47.4 | 12x2½x¼ | T |
| 49 | | W300 | 3 | (2) | 182 | 196 | 20700 | 6000 | B9.00/20 | DB9.00/20 | Wau 6-110 | 6–4x4¾ | BL 524 | U 4 | No | Tim 58200 | SF | R | 7.8 | 56.8 | 12x2½x¼ | T |
| 50 | | T35 | 3–3½ | 3125 | Op | Op | 20500 | 7400 | B9.00/20 | DB9.00/20 | Wau MK | 6–4⅛x4¾ | BL 554 | U 4 | No | Tim 58200H | SF | R | 7.8 | 54.5 | 7x2½x⅝ | P |
| 51 | | T39 | 3½ | 3650 | Op | Op | 25500 | 8000 | B9.75/20 | DB9.75/20 | Wau SRL | 6–4⅜x5½ | BL 615 | U 5 | No | Tim 65720H | WF | R | 8.5 | 55.6 | 7x2½x⅝ | P |
| 52 | | T43 | 3½–4 | 3850 | Op | Op | 25500 | 8150 | B9.75/20 | DB9.75/20 | Wau SRK | 6–4⅝x5½ | BL 60 | A 7 | No | Tim 65720H | WF | R | 8.5 | 80.7 | 7x2½x⅝ | P |
| 53 | | T45 | 4 | 4985 | Op | Op | 27000 | 8800 | B9.75/20 | DB9.75/20 | Wau 6AB | 6–4½x5¾ | BL 70-7 | A 7 | No | Tim 65720H | WF | R | 8.5 | 80.7 | 7x2½x⅝ | P |
| 54 | | T50 | 5 | 5350 | Op | Op | 33000 | 9800 | B9.75/20 | DB9.75/20 | Wau 6RB | 6–5x5¾ | BL 714-703 | A 4 | A 3 | Tim 66720H | WF | R | 9.5 | 90.0 | 7x2½x⅝ | P |
| 55 | Biederman | 10 | 1–1½ | 895 | 130 | 160 | 6000 | 2800 | B6.50/18 | B6.50/18 | Con 25A | 6–3⅜x4 | BL 124 | U 4 | No | Cla B373 | BF | R | 5.10 | 31.6 | 7x3x⅞ | T |
| 56 | | 20 | 1–1½ | 1195 | 145 | 175 | 8000 | 3200 | B6.00/20 | DB6.00/20 | Con 25A | 6–3⅜x4 | BL 124 | U 4 | No | Cla B373 | BF | R | 6.37 | 39.4 | 7x3x⅞ | T |
| 57 | | 25 | 1½–2 | 1250 | 160 | 175 | 10000 | 3450 | B6.50/20 | DB6.50/20 | Con 25A | 6–3⅜x4 | BL 124 | U 4 | No | Cla B373 | BF | R | 6.37 | 39.4 | 7x3x⅞ | T |
| 58 | | 30 | 1½–2 | 1495 | 163 | 178 | 12000 | 4100 | B7.50/20 | DB7.50/20 | Con 25A | 6–3⅜x4 | BL 124 | U 4 | No | Cla B611 | BF | R | 6.37 | 39.4 | 7x3x⅞ | T |
| 59 | | 35 | 2–2½ | 1850 | 146 | 188 | 12000 | 4680 | B7.50/20 | DB7.50/20 | Her JXC | 6–3⅜x4¼ | BL 234 | U 4 | Op | Cla B611 | BF | R | 6.37 | 40.8 | 7x3x⅞ | T |
| 60 | | 40 | 2½–3 | 2100 | 158 | 188 | 16000 | 4840 | B8.25/20 | DB8.25/20 | Her JXC | 6–3⅜x4¼ | BL 234 | U 4 | Op | Cla B611 | BF | R | 6.37 | 40.8 | 8x3x⅞ | T |
| 61 | | 50 | 2½–3 | 2400 | 176 | 188 | 20000 | 5600 | B9.00/20 | DB9.00/20 | Her JXC | 6–3⅜x4¼ | BL 234 | U 4 | Op | Cla B805 | BF | R | 6.42 | 41.2 | 8x3x⅞ | T |
| 62 | | 55 | 3–3½ | 2750 | 180 | 200 | 20000 | 6450 | B9.00/20 | DB9.00/20 | Con E602 | 6–4½x4½ | BL 524 | U 4 | Op | Cla B805 | BF | R | 6.42 | 46.7 | 8x3x⅞ | T |
| 63 | | 60 | 3½–5 | 3150 | 170 | 200 | 24000 | 6820 | B9.75/20 | DB9.75/20 | Con E602 | 6–4½x4½ | BL 524 | U 4 | Op | Cla B805 | BF | R | 7.17 | 52.1 | 8x3x⅞ | T |
| 64 | | 70 | 3½–5 | 3600 | 150 | 210 | 24000 | 7530 | B9.75/20 | DB9.75/20 | Con E602 | 6–4½x4½ | BL 524 | U 4 | Op | Wis 1237 | 2F | R | 8.00 | 58.7 | 8x3½x⅛ | T |
| 65 | | 80 | 5–7 | 3900 | 150 | 210 | 28000 | 7800 | B10.50/20 | DB10.50/20 | Con E603 | 6–4¼x4½ | BL 524 | U 4 | Op | Wis 1237 | 2F | R | 8.94 | 65.1 | 8x3½x⅛ | T |
| 66 | Brockway | 80C | 1½–2 | 1215 | 149 | 168 | 9500 | 4075 | B6.00/20 | DB6.00/20 | Con 26B | 6–3⅜x4 | Wa T9 | U 4 | No | Tim 53200BY | SF | H | 5.66 | 36.2 | 5⅝x2½x¼ | C |
| 67 | | 90C | 1½–2½ | 1525 | 149 | 168 | 11500 | 4355 | B6.50/20 | DB6.50/20 | Con 27B | 6–3⅜x4⅝ | Wa T9 | U 4 | No | Tim 54200H | SF | H | 5.83 | 37.4 | 7⅛x2½x½ | T |
| 68 | | 92C | 2 | 1800 | 149 | 168 | 12500 | 4450 | P32x6 | DP32x6 | Con 27B | 6–3⅜x4⅝ | Wa T9 | U 4 | No | Tim 54200H | SF | R | 5.83 | 37.4 | 7⅛x2½x½ | T |
| 69 | | 120C | 2–3 | 1990 | 156 | 188 | 15000 | 5500 | P32x6 | DP32x6 | Con 30B | 6–4x4⅛ | BL 314 | U 4 | No | Tim 54300H | SF | H | 5.85 | 38.5 | 7½x3x¼ | T |
| 70 | | 140C | 2½–3½ | 2495 | 156 | 200 | 17500 | 6100 | P32x6 | DP32x6 | Con 30B | 6–4x4⅛ | BL 314 | U 4 | Op | Wis 4916L | 2F | R | 6.66 | 43.5 | 7½x3x¼ | T |
| 71 | | 141C | 3–4 | 2935 | 170 | 212 | 19500 | 6500 | P32x6 | DP32x6 | Con 30B | 6–4x4⅛ | BL 314 | U 4 | Op | Wis 70000L | 2F | R | 7.0 | 46.2 | 8x3x¼ | T |
| 72 | | 170C | 3–4 | 3160 | 170 | 212 | 19500 | 7100 | P32x6 | DP32x6 | Con 33B | 6–4⅛x4¾ | BL 554 | U 4 | Op | Wis 70000L | 2F | R | 6.41 | 46.6 | 8x3x¼ | T |
| 73 | | 175C | 3–4 | 3660 | 170 | 224 | 19500 | 7200 | P34x7 | DP34x7 | Con 34B | 6–4⅜x4¾ | BL 525 | U 5 | Op | Wis 70000L | 2F | R | 6.41 | 46.6 | 8x3x¼ | T |
| 74 | | 195C | 3½–5 | 3820 | 170 | 224 | 22000 | 8100 | P34x7 | DP34x7 | Con 33B | 6–4⅜x4¾ | BL 554 | U 4 | Op | Wis 1237H | 2F | R | 7.2 | 52.4 | 8¼x3x⅜ | T |
| 75 | | 220C | 5–7 | 4560 | 170 | 224 | 25000 | 8675 | P36x8 | DP36x8 | Con 34B | 6–4⅜x4¾ | BL 554 | U 4 | Op | Wis 1627KH | 2F | R | 6.96 | 50.7 | 8¼x3x⅜ | T |
| 76 | | 260C | 7–10 | 5850 | 212 | 240 | 28000 | 9000 | B10.50/22 | DB10 50/22 | Con 35B | 6–4½x5½ | Fu MHU | U 4 | Op | Wis 1737KH | 2F | R | 8.05 | 50.7 | 8¼x3x⅝ | T |
| 77 | Chevrolet | Comm'l | ½ | 355 | 109 | 109 | 4000 | 1935 | B5.25/18 | B5.25/18 | Own | 6–3⅛x3¾ | Own | U 3 | No | Own | S½ | U | 4.1 | 13.0 | 5x2¼x⅛ | C |
| 78 | | Utility | 1½ | 520 | 131 | 131 | 7400 | 2730 | P30x5 | P32x6 | Own | 6–3⅛x3¾ | Own | U 4 | No | Own | S½ | U | 5.43 | 39.1 | 6x2¼x⅛ | C |
| 79 | | Utility | 1½ | 575 | 157 | 157 | 8200 | 2930 | P30x5 | DP32x6 | Own | 6–3⅛x3¾ | Own | U 4 | No | Own | S½ | U | 5.43 | 39.1 | 7x2⅝x⅛ | T |
| 80 | Chicago | 1-15-E | 2 | 1395 | 150 | 174 | 9900 | 4200 | B6.50/20 | DB6.00/20 | Wau ZK | 6–3⅜x4¼ | BL 224 | U 4 | No | Tim 53200H | BF | R | 6.6 | 40.9 | 7x4x¼ | T |
| 81 | | 1-25-E | 2½ | 1885 | 160 | 208 | 11400 | 5100 | B7.00/20 | DB7.00/20 | Wau TK | 6–3⅝x4¾ | BL 224 | U 4 | No | Tim 54200H | BF | R | 6.8 | 42.0 | 7x4x¼ | T |
| 82 | | 1-30-E | 3 | 2250 | 160 | 208 | 12600 | 5400 | B7.50/20 | DB7.50/20 | Wau MK | 6–4⅛x4¾ | BL 314 | U 4 | No | Tim 56200H | BF | R | 6.2 | 41.0 | 7x4x¼ | T |
| 83 | | 1-35-E | 4 | 2600 | 160 | 208 | 15300 | 5800 | B8.25/20 | DB8.25/20 | Wau MK | 6–4⅛x4¾ | BL 314 | U 4 | No | Tim 58200H | BF | R | 6.8 | 44.9 | 7x4x¼ | T |
| 84 | | 1-50-B | 6 | 3950 | 140 | 236 | 23400 | 7780 | B9.75/20 | DB9.75/20 | Wau 6SRL | 6–4⅜x5½ | BL 60 Max | A 7 | No | Tim 65720H | WF | R | 7.75 | 73.6 | 6x3½x⅜ | T |
| 85 | Colemar | E52 | 2½ | 3800 | 20 | 144 | 12800 | 7200 | B9.00/24 | B9.00/24 | Bud K393 | 6–4⅞x4¾ | Fu RU16 | U 4 | A 2 | Wis CR15 | 2F | H | Op | Op | 10x2½x⅛ | B |
| 86 | (All 4 Wh.Dr.) | E53 | 3½ | 5300 | 30 | 180 | 18900 | 8000 | B9.75/24 | B9.75/24 | Bud K428 | 6–4⅜x4¾ | Fu MRU16 | U 4 | A 2 | Wis CR26 | 2F | H | Op | Op | 12x2½x⅜ | B |
| 87 | | E54 | 4–5 | 5600 | 30 | 180 | 20400 | 8800 | B10.50/24 | B10.50/24 | Bud L468 | 6–4¼x5½ | Fu MRU16 | U 4 | A 2 | Wis CR30 | 2F | H | Op | Op | 12x2½x1¼ | B |
| 88 | | E55 | 5 | 6150 | 30 | 180 | 23000 | 9600 | B11.25/24 | B11.25/24 | Bud L525 | 6–4½x5½ | Fu MRU16 | U 4 | A 2 | Wis CR30 | 2F | H | Op | Op | 12x2½x1¼ | B |
| 89 | | E558 | 5–6 | 7200 | 44 | 180 | 24500 | 10600 | B11.25/24 | B11.25/24 | Bud L525 | 6–4½x5½ | Fu MRU16 | U 4 | A 2 | Wis CR122 | 2F | H | Op | Op | 12x2⅝x1¼ | B |
| 90 | | E56 | 6–7½ | 7800 | 44 | 180 | 29800 | 11600 | B10.50/24 | DB10.50/24 | Bud GF6 | 6–4¾x6 | Fu MHU | U 4 | A 2 | Wis CR122 | 2F | H | Op | Op | 12x2⅝x1¼ | B |
| 91 | | E57 | 7½–10 | 9700 | 44 | 180 | 32000 | 12400 | B11.25/24 | DB11.25/24 | Ste LT6 | 6–5¼x6 | BL 714 | U 4 | A 2 | Wis CR122 | 2F | H | Op | Op | 16x3x1¼ | B |
| 92 | Corbitt | 8B4 | 1½ | 980 | 134 | 134 | 8500 | 3200 | B6.00/20 | P32x6 | Con W10 | 4–3⅞x4¼ | Ow 8T | U 4 | No | Own 8R | SF | H | 5.4 | 38.4 | 5⅝x3x¼ | P |
| 93 | | 8B6 | 1½ | 1080 | 136 | 136 | 8500 | 3275 | B6.00/20 | P32x6 | Con 25A | 6–3⅜x4 | Ow 8T | U 4 | No | Own 8R | SF | H | 5.4 | 38.4 | 5⅝x3x¼ | P |
| 94 | | 10B6 | 1½–2 | 1310 | 171 | 191 | 11200 | 3950 | B6.50/20 | DB6.50/20 | Con 25A | 6–3⅜x4 | BL 214 | U 4 | No | Tim 53200H | SF | H | Op | Op | 5⅞x3½x¼ | T |
| 95 | | 9B6 | 1½–2½ | 2185 | 152 | 183 | 13400 | 4200 | P32x6 | DP32x6 | Con 16C | 6–3⅜x4⅝ | BL 224 | U 4 | No | Tim 54200H | BF | H | 5.57 | 27.8 | 7x3½x¼ | T |
| 96 | | 12B6 | 2–3 | 3060 | 163 | 220 | 16300 | 4870 | B7.50/20 | DB7.50/20 | Con E601 | 6–3⅞x4½ | BL 334 | U 4 | No | Tim 56200H | BF | H | Op | Op | 7x3½x¼ | T |
| 97 | | 12W6 | 2–3 | 2950 | 165 | 220 | 16300 | 4910 | B7.50/20 | DB7.50/20 | Con E601 | 6–3⅞x4½ | BL 334 | U 4 | No | Tim 64800H | WF | H | Op | Op | 7x3½x¼ | T |
| 98 | | 15B6 | 2½–3½ | 3740 | 174 | 220 | 20700 | 5870 | P34x7 | DP34x7 | Con E601 | 6–3⅞x4½ | BL 334 | U 4 | No | Tim 58200H | BF | H | Op | Op | 7x3½x¼ | T |
| 99 | | 15W6 | 2½–3½ | 3850 | 183 | 224 | 20700 | 6160 | P34x7 | DP34x7 | Con E601 | 6–3⅞x4½ | BL 334 | U 4 | No | Tim 65200H | w/2F | H | Op | Op | 7x3½x¼ | T |
| 100 | | 18 | 2½–4 | 4400 | 178 | 230 | 25300 | 8100 | P36x8 | DP36x8 | Con E602 | 6–4¼x4½ | BL 334 | U 4 | No | Tim 65720H | w/2F | H | Op | Op | 8x3½x¼ | T |
| 101 | | 24 | 3½–5 | 5115 | 195 | 230 | 32000 | 9200 | B9.75/20 | DB9.75/20 | Con E603 | 6–4¼x4½ | BL 60 | A 7 | No | Tim66720H | w/2F | H | Op | Op | 8x3½x¼ | T |
| 102 | | 33 | 5–7½ | 6160 | 195 | 230 | 41000 | 10000 | P40x10 | DP40x10 | Con 21R | 6–4⅝x4¾ | BL 60 Max | A 7 | No | Tim68720TW | w/2F | H | Op | Op | 8x3x⅜ | T |
| 103 | | (T)10B6T | 3–5 | 1650 | (3) | (3) | 16500 | 3950 | B6.50/20 | DB6.50/20 | Con 16C | 6–3⅜x4⅝ | BL 224 | U 4 | No | Tim 53200H | SF | H | Op | Op | 5⅞x3½x¼ | T |
| 104 | (con't) | (T)9B6T | 4–6 | 2600 | (3) | (3) | 19700 | 4200 | B7.50/20 | DB7.50/20 | Con E601 | 6–4¼x4½ | BL 334 | U 4 | No | Tim 54200H | BF | H | Op | Op | 7x3½x¼ | T |

# TRUCK SPECIFICATIONS TABLE

+ FOR MEANING OF ABBREVIATIONS AND EXPLANATION OF REFERENCE MARKS SEE PAGE 58

| Line Number | ENGINE DETAILS: Piston Displacement | Compression Ratio | Torque lb. ft. | N.A.C.C. Rated H.P. | Max. Brake H.P. at R.P.M. Given | Valve Arrangement | Camshaft Drive | Piston Material | Main Bearings: Number and Diameter | Main Bearings: Length | Oiling System Type | Governor Make | FUEL SYST.: Carburetors Make | Fuel Feed | ELECTRICAL: Ignition System Make | Generator, Starter Make | Clutch Type and Make | Radiator Make | Universals Make | FRONT AXLE: Make and Model | Steering Gear Make | BRAKES: SERVICE: Make, Location Type, Operation | Lining Area | Drum Material | Hand Type, Location | BODY MOUNTING DATA: Cab to Rear of Frame | Cab to Rear Axle | Width of Frame | SPRINGS: Front | Rear | Auxiliary Type |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 468 | 4.4 | 322 | 43.3 | 120–2200 | H | C | A | 4–2¾ | 10⅜ | CC | Ha | Zen | V | DR | DR | P.BL | Lo | Spi | Tim 27451 | Ros | O4IA | 720 | A | CD | 172 | 102 | 33½ | 42x3 | 56x4 | ½ |
| 2 | 707 | 4.4 | 500 | 60. | 175–2200 | H | C | A | 7–3¼ | 14⅜ | CC | Ha | Zen | M | DR | DR | dpLo | Lo | Spi | Tim 27451 | Ros | O4IA | 720 | A | CD | 172 | 102 | 33½ | 42x3 | 56x4 | ½ |
| 3 | 707 | 4.4 | 500 | 60. | 175–2200 | H | C | A | 7–3¼ | 14⅜ | CC | Ha | Zen | M | DR | DR | dpLo | Lo | Spi | Tim 27451 | Ros | O4IA | 816 | A | CD | 172 | 102 | 33½ | 42x3 | 56x4 | ½ |
| 4 | 572 | 4.5 | 360 | 48.6 | 115–1600 | L | G | C | 4–3 | 10½ | FP | No | Zen | V | DR | DR | P.BL | Ow | Own | Own 16R | Own | O4IA | 138 | P | TX | Opt | Opt | 33 | 44x3 | 56x3 | ¼ |
| 5 | 248 | 5.0 | 150 | 27.3 | 65–2600 | L | G | C | 7–2⅝ | 10⅜ | PC | No | Zen | V | DR | DR | P.BB | Yo | Spi | Tim | Ros | L4IH | 380 | G | TX | 129½ | Opt | 31½ | 40x2½ | 50x3 | ½ |
| 6 | 298 | 4.7 | 192 | 33.7 | 66–2200 | L | G | C | 7–2⅝ | 13¼ | PC | Mo. | Zen | M | AL | AL | D.BB | Yo | Spi | Tim | Ros | L4IHV | 452 | G | TX | 129½ | Opt | 31½ | 40x2½ | 50x3 | ½ |
| 7 | 339 | 4.7 | 225 | 38.4 | 73–2200 | L | G | C | 7–2⅝ | 13¼ | PC | Mo | Zen | M | AL | AL | D.Fu | Yo | Spi | Tim | Ros | L4IHV | 578 | G | TX | 106 | Opt | 31½ | 40x2½ | 62⅝x2½ | N |
| 8 | 339 | 4.7 | 225 | 38.4 | 73–2200 | L | G | C | 7–2⅝ | 13¼ | PC | Mo | Zen | M | AL | AL | D.Fu | Yo | Spi | Tim | Ros | L4IHV | 658 | G | TX | 118 | Opt | 31½ | 40x2½ | 62⅝x2½ | N |
| 9 | 360 | 4.7 | 238 | 40.3 | 80–2200 | L | G | C | 7–2⅝ | 13¼ | PC | Mo | Zen | M | AL | AL | D.Fu | Yo | Spi | Shu | Ros | L4IHV | 768 | G | TX | 106 | Opt | 31½ | 41x2½ | 62⅝x2½ | N |
| 10 | 428 | 4.7 | 280 | 46. | 93–2200 | L | G | C | 7–3 | 15 | PC | Mo | Zen | M | AL | AL | D.Fu | Yo | Spi | Shu | Ros | L4IHV | 893 | G | TX | 118 | Opt | 31½ | 41x2½ | 62⅝x3 | N |
| 11 | 478 | 4.7 | 318 | 51.2 | 103–2200 | L | G | C | 7–3 | 15 | PC | Mo | Zen | M | AL | AL | D.Fu | Yo | Spi | Tim | Ros | L4IHV | 658 | G | TX | 91¾ | Opt | 31½ | 41x2½ | 62⅝x3 | N |
| 12 | 478 | 4.4 | 318 | 51.2 | 103–2200 | L | G | C | 7–3 | 15 | PC | Mo | Zen | M | AL | AL | D.Fu | Yo | Spi | Tim | Ros | L4IHV | 658 | G | TX | 92⅞ | Opt | 31½ | 41x2½ | 62⅝x3 | N |
| 13 | 201 | 5.5 | 142 | 21.6 | 64–2800 | L | G | C | 4–2⅝ | 9½ | CC | Ha | Zen | G | DR | DR | P.BB | Fe | Spi | Tim 11710H | Gem | L4IH | 424 | p | T | 96 | 53½ | 34 | 38x2¼ | 50x2½ | N |
| 14 | 201 | 5.5 | 142 | 21.6 | 64–2800 | L | G | C | 4–2⅝ | 9½ | CC | Ha | Zen | G | DR | DR | P.BB | Fe | Spi | Tim 11710H | Ros | L4IH | 437 | p | T | 118 | 66½ | 34 | 38x2¼ | 50x2½ | N |
| 15 | 224 | 4.9 | 146 | 25.3 | 62–2800 | L | G | C | 4–2⅝ | 9½ | CC | Ha | Zen | G | AL | AL | P.BB | Pe | Spi | Tim 31000H | Ros | L4IH | 450 | p | T | 142 | 81½ | 34 | 38x2½ | 50x7½ | ½ |
| 16 | 298 | 5.0 | 198 | 33.7 | 85–3000 | L | G | C | 4–2⅝ | 10½ | CC | Ha | Zen | M | AL | AL | P.BB | Pe | Spi | Tim 31000H | Ros | L4IH | 450 | e | T | 149 | 92 | 34 | 39x2½ | 56x3 | ½ |
| 17 | 298 | 5.0 | 198 | 33.7 | 85–2800 | L | G | C | 4–2⅝ | 10½ | CC | Ha | Zen | M | AL | AL | P.BB | Pe | Spi | Tim 33010H | Ros | L4IH | 540 | e | T | 173 | 105 | 34 | 39x2½ | 56x3 | ½ |
| 18 | 339 | 4.6 | 212 | 38.4 | 82–2400 | H | C | B | 7–2¾ | 13⅛ | PC | Ha | Zen | V | DR | AL | D.BL | Yo | Spi | Tim 14703H | Ros | L4IHV | 275 | p | T | 148½ | 90½ | 34 | 41½x3 | 54x3½ | ½ |
| 19 | 298 | 5.0 | 198 | 33.7 | 85–2800 | L | G | C | 4–2⅝ | 10½ | CC | Ha | Zen | M | AL | AL | D.BL | Pe | Spi | Tim 33010H | Ros | L4IH | 657 | e | T | 173 | 106 | 34 | 39x2½ | 56x3 | ½ |
| 20 | 339 | 4.6 | 212 | 38.4 | 81–2500 | H | C | C | 7–2¾ | 13⅛ | FP | Ha | Zen | V | AL | AL | D.BL | Pe | Spi | Tim 35000H | Ros | L4IH | 657 | e | T | 197 | 119 | 34 | 40x3 | 56x3 | ½ |
| 21 | 381 | 4.5 | 238 | 40.8 | 87–2400 | H | C | C | 7–2¾ | 13⅛ | FP | Ha | Zen | V | AL | AL | D.BL | Pe | Spi | Tim 35000H | Ros | L4IH | 765 | e | T | 221 | 132 | 34 | 40x3 | 56x3½ | ½ |
| 22 | 381 | 4.5 | 238 | 40.8 | 82–2400 | H | C | B | 7–2¾ | 13⅛ | PC | Ha | Zen | V | DR | AL | D.BL | Yo | Spi | Tim 15302 | Ros | T2MV | 500 | e | T | 169½ | 103½ | 34 | 41½x3 | 54x3½ | ½ |
| 23 | 428 | 4.9 | 268 | 45.9 | 101–2400 | H | C | C | 7–2¾ | 13⅛ | FP | Ha | Zen | V | AL | AL | D.BL | Pe | Spi | Tim 26450H | Ros | L4IH | 864 | e | F | 221 | 133 | 34 | 40x3 | 56x4 | ½ |
| 24 | 314 | 5.2 | 213 | 33.7 | 75–2400 | L | G | C | 7–3 | 12⅝ | FP | No | Str | M | DR | DR | P.BL | GO | Spi | Tim 31000 | Ros | LO4ID | 450 | e | 2I | 124¼ | 72⅝ | 34 | 40x2½ | 54x3 | ½ |
| 25 | 314 | 5.2 | 213 | 33.7 | 75–2400 | L | G | C | 7–3 | 12⅝ | FP | No | Str | M | DR | DR | P.BL | GO | Spi | Tim 31000 | Ros | LO4ID | 450 | e | 2I | 124¼ | 72⅝ | 34 | 40x2½ | 54x3 | ½ |
| 26 | 314 | 5.2 | 213 | 33.7 | 75–2400 | L | G | C | 7–3 | 12⅝ | FP | Ow | Str | M | DR | DR | P.BL | GO | Spi | Tim 31000 | Ros | LO4ID | 450 | e | 2I | 124¼ | 72⅝ | 34½ | 40x2½ | 54x3 | ½ |
| 27 | 358 | 5.2 | 240 | 38.4 | 84–2500 | L | G | C | 7–3 | 12⅝ | FP | Ow | Str | M | DR | DR | dpLo | GO | Spi | Tim 33000 | Ros | LO4IDV | 450 | e | 2I | 115¼ | 63⅜ | 34½ | 40x2½ | 54x3 | ½ |
| 28 | 358 | 5.2 | 240 | 38.4 | 84–2500 | L | G | C | 7–3 | 12⅝ | FP | Ow | Str | M | DR | DR | dpLo | GO | Spi | Tim 33000 | Ros | LO4IDV | 450 | e | 2I | 115¼ | 63⅜ | 34½ | 40x2½ | 54x3 | ½ |
| 29 | 358 | 5.2 | 240 | 38.4 | 84–2500 | L | G | C | 7–3 | 12⅝ | FP | Ow | Str | M | DR | DR | dpLo | GO | Spi | Tim 33000 | Ros | LO4IDV | 519 | e | 2I | 115¼ | 63⅜ | 34½ | 40x2½ | 54x3 | ½ |
| 30 | 358 | 5.2 | 240 | 38.4 | 84–2500 | L | G | C | 7–3 | 12⅝ | FP | Ow | Str | M | DR | DR | dpLo | GO | Spi | Tim 35000 | Ros | LO4IDV | 519 | e | 2I | 115¼ | 63⅜ | 34½ | 42½x3 | 54x3 | ½ |
| 31 | 350 | 4.6 | 218 | 32.4 | 45–1450 | L | G | A | 2–2¾ | B | SP | Ow | Str | G | AB | LN | dpLo | Ow | Spi | Own J | Ros | O2IM | 506 | e | 2I | 135½ | 76 | 34⅝ | 41x2¼ | 53x3 | ½ |
| 32 | 404 | 5.1 | 271 | 43.4 | 94–2500 | L | G | C | 7–3 | 14½ | FP | Ow | Str | M | DR | DR | dpLo | Ow | Spi | Own J | Ros | O2IM | 506 | e | 2I | 135½ | 76 | 34⅝ | 41x2¼ | 53x3 | ½ |
| 33 | 358 | 5.2 | 240 | 38.4 | 84–2500 | L | G | C | 7–3 | 12⅝ | FP | Ow | Str | M | DR | DR | dpLo | GO | Spi | Tim 35000 | Ros | LO4IDV | 519 | e | 2I | 115¼ | 63⅝ | 34½ | 42½x3 | 54x3 | ½ |
| 34 | 404 | 5.1 | 271 | 43.4 | 94–2500 | L | G | C | 7–3 | 14½ | FP | Ow | Str | M | DR | DR | dpLo | GO | Spi | Tim 35000 | Ros | LO4IDV | 519 | e | FD | 174⅜ | 104½ | 34½ | 40x2½ | 54x3 | ½ |
| 35 | 404 | 5.1 | 271 | 43.4 | 94–2500 | L | G | C | 7–3 | 14½ | FP | Ow | Str | M | DR | DR | dpLo | GO | Spi | Tim 35000 | Ros | LO4IDV | 519 | e | FD | 110 | 62 | 34½ | 40x2½ | 54x3 | ½ |
| 36 | 404 | 5.1 | 271 | 43.4 | 94–2500 | L | G | C | 7–3 | 14½ | FP | Ow | Str | M | DR | DR | dpLo | GO | Spi | Tim 35000 | Ros | LO4IDV | 519 | e | FD | 174⅜ | 104½ | 34⅜ | 40x2½ | 54x3 | ½ |
| 37 | 453 | 5.1 | 309 | 48.6 | 101–2400 | L | G | C | 7–3 | 14½ | FP | Ow | Str | M | DR | DR | dpLo | GO | Spi | Tim 35000 | Ros | LO4IDV | 519 | e | FD | 110 | 62 | 34½ | 40x2½ | 54x3 | ½ |
| 38 | 404 | 5.1 | 271 | 43.4 | 94–2500 | L | G | C | 7–3 | 14½ | FP | Ow | Str | M | DR | DR | dpLo | GO | Spi | Tim 26450 | Ros | LO4IDV | 544 | e | FD | 122½ | 74½ | 34½ | 42½x3 | 54⅜x4 | ½ |
| 39 | 453 | 5.1 | 309 | 48.6 | 101–2400 | L | G | C | 7–3 | 14½ | FP | Ow | Str | M | DR | DR | dpLo | GO | Spi | Tim 26450 | Ros | LO4IDV | 544 | e | FD | 122½ | 74½ | 34½ | 42½x3 | 54⅜x4 | ½ |
| 40 | 453 | 5.1 | 309 | 48.6 | 101–2400 | L | G | C | 7–3 | 14½ | FP | Ow | Str | M | DR | DR | dpLo | GO | Spi | Tim 26450 | Ros | LO4IDV | 664 | e | FD | 121¾ | 73¼ | 34¼ | 42½x3 | 54⅜x4 | ½ |
| 41 | 677 | 4.6 | 462 | 60.0 | 126–1800 | L | G | A | 4–3½ | 11⅜ | PC | Wa | Str | M | DR | DR | dpBL | GO | Spi | Tim 27450 | Ros | LO4IDV | 664 | e | FD | 122⅜ | 74⅜ | 34¼ | 42½x3 | 54⅜x4 | ½ |
| 42 | 453 | 5.1 | 309 | 48.6 | 101–2400 | L | G | C | 7–3 | 14½ | FP | Ow | Str | M | DR | DR | dpLo | GO | Spi | Tim 26450 | Ros | O4IA | 544 | e | FD | 175⅛ | 105 | 34½ | 42½x3 | 54⅜x4 | ½ |
| 43 | 453 | 5.1 | 309 | 48.6 | 101–2400 | L | G | C | 7–3 | 14½ | FP | Ow | Str | M | DR | DR | dpLo | GO | Spi | Tim 26450 | Ros | O4IA | 544 | e | FD | 223 | 104¾ | 34½ | 42½x3 | 54⅜x4 | ½ |
| 44 | 677 | 4.6 | 462 | 60.0 | 126–1800 | L | G | A | 4–3½ | 11⅜ | PC | Wa | Str | M | DR | DR | dpBL | GO | Spi | Tim 27450 | Ros | O4IA | 544 | e | FD | 175⅛ | 105⅝ | 34½ | 42½x3 | 54⅜x4 | ½ |
| 45 | 780 | 4.7 | 475 | 66.1 | 156–1800 | L | G | A | 7–3 | 16⅛ | FP | St | Ze2 | M | NE | LN | dpBL | GO | Spi | Tim 27450 | Ros | Ws4IA | 664 | e | FD | 114⅜ | 84 | 34¼ | 42½x3 | 54⅜x4 | ½ |
| 46 | 221 | 4.9 | 144 | 27.3 | 63–3000 | L | G | C | 4–2⅝ | 6⅞ | FP | No | Sch | M | DR | DR | P.Jo | Ch | Blo | Tim 30000H | Ros | L4IH | 269 | a | TX | 120 | 82½ | 32 | 42½x2¼ | 58x2½ | N |
| 47 | 255 | 5.1 | 175 | 27.3 | 69–2600 | L | G | A | 4–2⅝ | 7⅛ | FP | No | Sch | M | DR | DR | P.BL | Ch | Blo | Tim 31000H | Ros | L4IH | 330 | a | TX | 120 | 82½ | 32 | 42½x2¼ | 58x2½ | N |
| 48 | 255 | ... | 182 | 27.3 | 90–3200 | F | G | A | 4–2⅝ | 6⅛ | CC | Pe | Sch | M | DR | DR | P.BL | Ch | Blo | Tim 33000H | Ros | L4IH | 330 | a | TX | 144 | 96½ | 32 | 42½x2½ | 58x3 | N |
| 49 | 358 | ... | 254 | 38.4 | 110–2800 | F | G | A | 7–2¾ | 12⅛ | CC | Pe | Sch | M | DR | DR | P.BL | Ch | Blo | Tim 35000H | Ros | L4IH | 376 | a | TD | 144 | 96½ | 32 | 42½x2½ | 58x3 | N |
| 50 | 381 | 4.4 | 242 | 40.8 | 85–2500 | L | G | C | 7–3 | 12½ | CC | Wa | Sch | M | DR | DR | D.BL | Ch | Blo | Tim 35000H | Ros | L4IH | 376 | E | FD | Opt | Opt | 32 | 40x2½ | 50x3 | ½ |
| 51 | 462 | 4.5 | 305 | 45.9 | 102–2400 | L | G | C | 7–3 | 13⅜ | CC | Wa | Sch | M | DR | DR | D.BL | Ch | Blo | Tim 35000H | Ros | L4IHV | 462 | E | FD | Opt | Opt | 32 | 40x2½ | 50x3 | ½ |
| 52 | 517 | 4.5 | 335 | 51.3 | 110–2300 | L | G | C | 7–3 | 13⅜ | CC | Wa | Sch | M | DR | DR | D.BL | Ch | Blo | Tim 35000H | Ros | L4IHV | 462 | E | FD | Opt | Opt | 32 | 40x2½ | 50x3 | ½ |
| 53 | 549 | 4.5 | 330 | 48.6 | 100–2000 | L | G | C | 4–3½ | 11⅜ | CC | Wa | Sch | M | DR | DR | D.BL | Ch | Blo | Tim 26450H | Ros | L4IHV | 486 | E | FD | Opt | Opt | 32 | 40x2½ | 50x3 | ½ |
| 54 | 677 | 4.4 | 440 | 60.0 | 125–1900 | L | G | C | 4–3½ | 11⅜ | CC | Wa | Str | M | DR | DR | D.BL | Ch | Blo | Tim 26450H | Ros | L4IHV | 486 | E | FD | Opt | Opt | 32 | 40x2½ | 50x3 | ½ |
| 55 | 215 | 5.0 | 142 | 27.3 | 72–3000 | L | G | A | 4–2⅜ | 6⅜ | CC | No | Zen | M | DR | DR | P.BL | Lo | MM | C1F212 | Ros | L4IH | 312 | p | G | TX | 89 | 54 | 36 | 47x2¼ | 50x2½ | N |
| 56 | 215 | 5.0 | 142 | 27.3 | 72–3000 | L | G | A | 4–2⅜ | 6⅜ | CC | No | Zen | M | DR | DR | P.BL | Lo | MM | C1F212 | Ros | L4IH | 312 | p | G | TX | 117 | 69 | 36 | 47x2¼ | 50x2½ | N |
| 57 | 215 | 5.0 | 142 | 27.3 | 72–3000 | L | G | A | 4–2⅜ | 6⅜ | CC | No | Zen | M | DR | DR | P.BL | Lo | MM | C1F212 | Ros | L4IH | 312 | p | G | TX | 132 | 84 | 36 | 47x2¼ | 50x2½ | N |
| 58 | 215 | 5.0 | 142 | 27.3 | 72–3000 | L | G | A | 4–2⅜ | 6⅜ | CC | No | Zen | M | DR | DR | P.BL | Lo | MM | C1F304 | Ros | L4IH | 414 | p | G | TX | 135 | 87 | 36 | 47x2¼ | 50x3 | N |
| 59 | 282 | 5.0 | 194 | 34. | 84–7800 | L | G | N | 7–2½ | 10½ | CC | No | Zen | M | DR | DR | P.BL | Pe | MM | C1F304 | Ros | L4IH | 414 | p | G | TX | 114 | 66 | 36 | 47x2¼ | 50x3 | N |
| 60 | 282 | 5.0 | 194 | 34. | 84–7800 | L | G | N | 7–2½ | 10½ | CC | No | Zen | M | DR | DR | P.BL | Pe | MM | C1F304 | Ros | L4IH | 490 | p | G | CX | 126 | 78 | 36 | 47x2¼ | 50x3 | N |
| 61 | 282 | 5.0 | 194 | 34. | 84–7800 | L | G | N | 7–2½ | 10½ | CC | No | Zen | M | DR | DR | P.BL | Pe | MM | C1F318 | Ros | L4IH | 490 | p | G | CX | 144 | 96 | 36 | 47x2½ | 60x3 | N |
| 62 | 361 | 4.6 | 240 | 40. | 98–2500 | L | G | N | 7–2⅝ | 12⅛ | CC | Pe | Zen | M | DR | DR | P.BL | Pe | MM | C1F318 | Ros | L4IH | 490 | p | G | CX | 147 | 99 | 36 | 47x2½ | 60x3 | N |
| 63 | 361 | 4.6 | 240 | 40. | 98–2500 | L | G | N | 7–2⅝ | 12⅛ | CC | Pe | Zen | M | DR | DR | P.BL | Pe | MM | C1F318 | Ros | L4IH | 490 | p | G | CX | 137 | 89 | 36 | 47x2½ | 60x3 | N |
| 64 | 361 | 4.6 | 240 | 40. | 98–2500 | L | G | N | 7–2⅝ | 12⅛ | CC | Pe | Zen | M | DR | DR | P.BL | Pe | MM | Tim 35120 | Ros | L4IH | 616 | G | CX | 104 | 69 | 36 | 47x2½ | 60x3 | N |
| 65 | 383 | 4.6 | 252 | 44. | 105–2500 | L | G | N | 7–2⅝ | 12⅛ | CC | Pe | Zen | M | DR | DR | P.BL | Pe | MM | Tim 35120 | Ros | L4IH | 616 | G | CX | 104 | 69 | 36 | 47x2½ | 60x4 | N |
| 66 | 214 | 4.9 | 142 | 27.3 | 72–3400 | L | C | A | 4–2⅜ | 6⅜ | CC | No | Zen | M | AL | AL | P.BB | GO | Spi | Col 4006 | Ros | B4IM | 248 | G | TX | 111 | 65 | 34 | 37x2¼ | 52x2½ | ½ |
| 67 | 248 | 4.9 | 160 | 27.3 | 70–3200 | L | C | C | 7–2⅜ | 10⅜ | CC | No | Zen | M | AL | AL | P.BB | GO | Spi | Col 5500A8 | Ros | L4IH | 353 | G | TD | 111 | 65 | 34 | 37x2¼ | 52x2½ | ½ |
| 68 | 248 | 4.9 | 160 | 27.3 | 70–3200 | L | C | C | 7–2⅜ | 10⅜ | CC | No | Zen | M | AL | AL | P.BB | GO | Spi | Col 5500A8 | Ros | L4IH | 353 | G | TD | 111 | 65 | 34 | 37x2¼ | 54x3 | ½ |
| 69 | 311 | 4.2 | 196 | 38.4 | 73–2400 | H | C | N | 7–2¾ | 13⅜ | CC | No | Zen | M | AL | AL | D.BL | GO | Spi | Col 5500A7 | Ros | L4IH | 353 | G | CD | 108 | 69 | 34 | 40x2½ | 54x2½ | ½ |
| 70 | 311 | 4.2 | 196 | 38.4 | 73–2400 | H | C | N | 7–2¾ | 13⅜ | CC | KP | Zen | M | AL | AL | D.BL | GO | Spi | Col 5500A7 | Ros | L4IHV | 386 | G | CD | 108 | 69 | 34 | 40x2½ | 54x3 | ½ |
| 71 | 311 | 4.2 | 196 | 38.4 | 73–2400 | H | C | N | 7–2¾ | 13⅜ | CC | KP | Zen | M | AL | AL | D.BL | GO | Spi | Shu 5582B | Ros | L4IHV | 380 | G | CD | 142 | 83 | 34 | 40x2½ | 54x3 | ½ |
| 72 | 381 | 4.4 | 236 | 40.8 | 89–2400 | H | C | N | 7–2¾ | 13⅜ | CC | KP | Zen | M | AL | AL | D.BL | GO | Spi | Shu 5582B | Ros | L4IHV | 380 | G | CD | 142 | 83 | 34 | 40x2½ | 54x3 | ½ |
| 73 | 427 | 4.2 | 268 | 45.9 | 100–2400 | H | C | N | 7–2¾ | 13⅜ | CC | KP | Zen | M | AL | AL | D.BL | GO | Spi | Shu 5582B–26 | Ros | L4IHV | 380 | G | CD | 142 | 83 | 34 | 40x2½ | 54x3 | ½ |
| 74 | 381 | 4.4 | 236 | 40.8 | 89–2400 | H | C | N | 7–2¾ | 13⅜ | CC | KP | Zen | M | AL | AL | D.BL | GO | Spi | Shu 5582B–26 | Ros | L4IHV | 471 | G | CD | 142 | 83 | 34⅛ | 40x2½ | 54x3 | ½ |
| 75 | 427 | 4.2 | 268 | 45.9 | 100–2400 | H | C | N | 7–2¾ | 13⅜ | CC | KP | Zen | M | AL | AL | D.BL | GO | Spi | Shu 5592B–12 | Ros | L4IHV | 546 | G | CD | 142 | 83 | 34⅛ | 40x2½ | 54x3 | ½ |
| 76 | 501 | 4.3 | 340 | 48.6 | 120–2200 | H | G | A | 7–2¾ | 13⅜ | CC | KP | Zen | M | AL | AL | D.Fu | GO | Spi | Shu 15592B | Ros | L4IHV | 546 | G | CD | 210 | 125 | 34¼ | 40x2½ | 54x3 | ½ |
| 77 | 194 | 5.2 | 130 | 26.3 | 53–2800 | H | G | C | 3–2⅛ | 5⅛ | PG | No | Car | M | DR | DR | P.Ow | Ha | Own | Own | Own | O4IM | 101 | p | 2I | ..... | 27½ | 37 | ... | 36x1¾ | 54x1¾ | N |
| 78 | 194 | 5.2 | 130 | 26.3 | 53–2800 | H | G | C | 3–2⅛ | 5⅛ | PG | No | Car | M | DR | DR | P.Ow | Ha | Own | Own | Own | O4IM | 170 | p | 2I | 85½ | 50¼ | 37 | 36x1¾ | 45x2½ | N |
| 79 | 194 | 5.2 | 131 | 26.3 | 53–2800 | H | G | C | 2–2⅛ | 5⅛ | PG | No | Car | M | DR | DR | P.Ow | Ha | Own | Own | Own | O4IM | 170 | p | 2I | 111⅜ | 76¼ | 37 | 36x1¾ | 45x2½ | N |
| 80 | 222 | 4.9 | 147 | 27.3 | 61–2800 | L | G | C | 4–2⅜ | 6⅞ | FP | No | Zen | M | DR | DR | D.BL | Ch | Spi | Tim 30000H | Ros | L4IH | 169 | p | TX | Opt | 70 | 33½ | 41½x2½ | 54x3 | N |
| 81 | 294 | 4.5 | 199 | 31.5 | 79–2700 | L | G | C | 4–2⅜ | 7 | FP | Wa | Zen | M | DR | DR | D.BL | Ch | Spi | Tim 31000H | Ros | L4IH | 281 | e | TX | Opt | 73 | 33½ | 41½x2½ | 54x3 | N |
| 82 | 381 | 4.4 | 242 | 40.8 | 85–2500 | L | G | C | 7–2⅝ | 12½ | FP | Wa | Zen | M | DR | DR | D.BL | Ch | Spi | Tim 31000H | Ros | L4IH | 328 | e | TX | Opt | 85 | 33½ | 41½x2½ | 54x3 | N |
| 83 | 381 | 4.4 | 242 | 40.8 | 85–2500 | L | G | C | 7–2⅝ | 12½ | FP | Wa | Zen | M | DR | DR | D.BL | Ch | Spi | Tim 33020H | Ros | L4IHV | 394 | e | TX | Opt | 97 | 33½ | 41½x2½ | 56x3 | N |
| 84 | 462 | 4.5 | 300 | 45.9 | 102–2400 | L | G | C | 7–3 | 13⅞ | FP | Wa | Str | M | AL | AL | D.BL | Ch | Spi | Tim 26450 | Ros | L2IH | 311 | e | TD | Opt | 55 | 34 | 44½x2½ | 56x3 | N |
| 85 | 393 | 4.9 | 260 | 42.0 | 103–2600 | L | G | C | 7–3 | 11½ | FP | Ha | Zen | P | DR | DR | D.Fu | Pe | Spi | Wis CF15 | Ros | W2/4IM | 238 | P | TD | 108 | 78 | 30 | 48x3 | 48x3 | C |
| 86 | 428 | 4.7 | 280 | 45.9 | 107–2600 | L | G | C | 7–3 | 11½ | FP | Ha | Zen | P | DR | DR | D.Fu | Pe | Spi | Wis CF25 | Ros | W2/4IM | 238 | P | TD | 144 | 89 | 30 | 48x3 | 48x3 | C |
| 87 | 468 | 4.8 | 295 | 43.4 | 108–2200 | L | G | C | 7–3 | 11½ | FP | Ha | Zen | P | DR | DR | D.Fu | Pe | Spi | Wis CF30 | Ros | W2/4IM | 238 | P | TD | 144 | 89 | 30 | 48x3 | 48x3 | C |
| 88 | 525 | 4.9 | 336 | 48.2 | 114–2200 | L | G | C | 7–3 | 11½ | FP | Ha | Zen | P | DR | DR | D.Fu | Pe | Spi | Wis CF30 | Ros | W2/4IM | 238 | P | TD | 144 | 89 | 30 | 48x3 | 48x3 | C |
| 89 | 525 | 4.9 | 336 | 48.2 | 114–2200 | L | G | C | 7–3 | 11½ | FP | Ha | Zen | P | DR | DR | D.Fu | Pe | Spi | Wis CF122 | Ros | W2/4IM | 252 | G | TD | 168 | 105 | 30 | 48x3½ | 52x3½ | C |
| 90 | 638 | 4.3 | 410 | 54.1 | 126–1850 | L | G | C | 4–3 | 10⅞ | FP | Bu | Ste | P | DR | DR | D.Fu | Pe | Spi | Wis CF122 | Ros | W2/4IM | 252 | G | TD | 168 | 105 | 30 | 48x3½ | 52x3½ | C |
| 91 | 779 | 4.3 | 475 | 66.1 | 177–2200 | L | G | A | 7–3 | 13½ | FP | St | Zen | P | NE | NE | dpBL | Pe | Spi | Wis CF122 | Ros | O2/4IA | 252 | G | TD | Opt | 105 | 30 | 48x3¼ | 52x4 | C |
| 92 | 200 | 4.7 | 125 | 24.0 | 49–2800 | L | C | A | 3–2⅛ | 5⅞ | FP | No | Zen | M | DR | DR | P.BB | Pe | Spi | Own 8F | Ros | L4IH | 268 | p | TX | 96 | 53 | 34 | 38x2¼ | 50x2½ | N |
| 93 | 214 | 4.9 | 142 | 27.3 | 72–3200 | L | C | A | 4–2⅜ | 6⅜ | FP | No | Zen | M | DR | DR | P.BB | Pe | Spi | Own 8F | Ros | L4IH | 268 | p | TX | 96 | 55 | 34 | 38x2¼ | 50x2½ | ½ |
| 94 | 214 | 4.9 | 142 | 27.3 | 72–3200 | L | C | A | 4–2⅜ | 6⅜ | FP | No | Zen | M | DR | DR | P.BL | Pe | Spi | Tim 30020H | Ros | L4IH | 287 | p | TX | Opt | Opt | 34 | 38x2¼ | 50x2½ | ½ |
| 95 | 248 | 5.0 | 150 | 27.3 | 70–3200 | L | C | C | 7–2⅜ | 10⅜ | FP | No | Zen | M | DR | DR | P.BL | Pe | Spi | Tim 31000H | Ros | L4IH | 327 | a | TX | Opt | Opt | 34 | 38x2¼ | 54x3 | ½ |
| 96 | 318 | 4.6 | 200 | 36.0 | 80–2700 | L | C | C | 7–2⅜ | 11⅛ | FP | No | Zen | M | DR | DR | P.BL | Pe | Spi | Tim 33000H | Ros | L4IH | 345 | a | TX | 134 | 82 | 34 | 40x2½ | 54x3 | ½ |
| 97 | 318 | 4.6 | 200 | 36.0 | 80–2700 | L | C | C | 7–2⅜ | 11⅛ | FP | No | Zen | M | DR | DR | P.BL | Pe | Spi | Tim 33000H | Ros | L4IH | 345 | a | TX | 134 | 82 | 34 | 40x2½ | 54x3 | ½ |
| 98 | 318 | 4.5 | 200 | 36.0 | 80–2700 | L | C | C | 7–2⅜ | 11⅛ | FP | No | Zen | M | DR | DR | P.BL | Pe | Spi | Tim 33000H | Ros | L4IH | 660 | a | TD | 144 | 88 | 34 | 40x2½ | 54x3 | ½ |
| 99 | 318 | 4.5 | 200 | 36.0 | 80–2700 | L | C | C | 7–2⅜ | 11⅛ | FP | No | Zen | M | DR | DR | P.BL | Pe | Spi | Tim 33000H | Ros | L4IH | 660 | a | TD | 144 | 97 | 34 | 40x2½ | 54x3 | ½ |
| 100 | 360 | 4.4 | 240 | 40.8 | 90–2500 | L | C | C | 7–2⅜ | 11⅛ | FP | No | Zen | M | DR | DR | D.BL | Pe | Spi | Tim 35000H | Ros | L4IHV | 768 | a | TD | 132 | 92 | 34 | 40x2½ | 54x3 | ½ |
| 101 | 383 | 4.5 | 236 | 43.3 | 95–2500 | H | C | C | 7–2⅜ | 11⅛ | FP | No | Zen | M | DR | DR | D.BL | Pe | Spi | Tim 26450H | Ros | T4IHV | 876 | a | TD | 162 | 109 | 34 | 46x3 | 60x3½ | ½ |
| 102 | 427 | 4.2 | 268 | 45.9 | 112–2400 | H | C | C | 7–2¾ | 11⅛ | FP | No | Zen | M | DR | DR | D.BL | Pe | Spi | Tim27450TW | Ros | T4IA | 921 | a | TD | 162 | 109 | 34 | 46x3 | 56x4 | ½ |
| 103 | 248 | 5.0 | 150 | 27.3 | 70–3200 | L | C | C | 7–2⅜ | 10⅜ | FP | No | Zen | M | DR | DR | P.BL | Pe | Spi | Tim 30020H | Ros | L4IHV | 380 | p | TX | (3) | (3) | 34 | 38x2¼ | 50x2½ | ½ |
| 104 | 318 | 4.6 | 200 | 36.0 | 80–2700 | L | C | C | 7–2⅜ | 11⅛ | FP | No | Zen | M | DR | DR | P.BL | Pe | Spi | Tim 31000H | Ros | L4IHV | 452 | a | TX | (3) | (3) | 34 | 38x2¼ | 54x3 | ½ |

| Line Number | MAKE AND MODEL | GENERAL (See Keynote) Tonnage Rating | Chassis Price | Standard Wheelbase | Max. W. B. Furnished | Gross Vehicle Weight | TIRE SIZE Chassis Wt. (Stripped) | Front | Rear | MAJOR UNITS. ENGINE Make and Model | ENGINE No. of Cylinders Bore and Stroke | TRANSMISSION Make and Model | TRANSMISSION Location and Forward Speeds | TRANSMISSION Aux. Location and Speeds | REAR AXLE Make and Model | REAR AXLE Gear and Type | REAR AXLE Drive and Torque | GEAR RATIOS In High | GEAR RATIOS In Low | FRAME Side Rail Dimensions | FRAME Type |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Corbitt...(T)12B6T | 4–7 | 3465 | (3) | (3) | 23900 | 4870 | B8.25/20 | DB8.25/20 | Con E602 | 6-4⅛x4½ | BL 335 | U 4 | No | Tim 56200H | BF | H | Op | Op | 7x3½x¼ | T |
| 2 | (conc'd)..(T)15B6T | 5–8 | 4875 | (3) | (3) | 30400 | 5870 | B9.00/20 | DB9.00/20 | Con E603 | 6-4¼x4½ | BL 335 | U 5 | No | Tim 58200H | BF | H | Op | Op | 7x3½x¼ | T |
| 3 | .....(T)18D6T | 8–10 | 5500 | (3) | (3) | 36200 | 8100 | B9.75/20 | DB9.75/20 | Con 22R | 6-4½x5¼ | BL 535 | U 5 | No | Tim 75720H | 2F | H | Op | Op | 8x3½x¼ | T |
| 4 | .....(T)24D6T | 10–15 | 6500 | (3) | (3) | 50600 | 1 200 | B10.50/20 | DB10.50/20 | Con 16H | 6-4½x5¾ | BL 7212 | U 4 | A 3 | Tim 66720W | 2F | H | Op | Op | 8x3½x⅜ | T |
| 5 | Dart.....30G | 1½–2 | 1595 | 150 | 180 | 11200 | 4900 | B6.50/20 | DB6.50/20 | Her WXA2 | 6-3½x4½ | Fu MLU | U4 | No | Tim 53200H | BF | H | 5.14 | 32.6 | 6x3x¼ | P |
| 6 | .....40G | 2 | 2195 | 150 | 180 | 13400 | 5650 | B7.50/20 | DB7.50/20 | Her WXB | 6-3¾x4½ | Fu MLU | U4 | No | Tim 54200 | BF | H | 6.8 | 34.9 | 7x3x¼ | P |
| 7 | .....50G | 2½–3 | 2725 | 150 | 180 | 16300 | 5750 | B7.50/20 | DB8.25/20 | Her WXC | 6-4x4½ | Fu MLU | U4 | No | Tim 56200 | BF | H | 6.16 | 31.6 | 7x3x¼ | P |
| 8 | .....60G | 3 | 3250 | 166 | 208 | 20700 | 7425 | B8.25/20 | DB9.00/20 | Her WXC3 | 6-4¼x4¼ | Fu JVUOG | U5 | No | Tim 58200 | BF | H | 6.8 | 48.4 | 7x3x¼ | P |
| 9 | .....80W | 4 | 4450 | 170 | 220 | 25600 | 8500 | B8.25/20 | DB9.75/20 | Her YXC2 | 6-4½x4¾ | Fu VUOG | U5 | No | Tim 65720 | WF | H | 6.8 | 48.0 | 7x3x¼ | P |
| 10 | .....100W | 5 | 5500 | 170 | 235 | 33600 | 10500 | B9.75/20 | DB9.75/20 | Her RXC | 6-4⅝x5¼ | Fu MHU | U4 | A 3 | Tim 66720 | WF | H | 6.8 | 84.8 | 7x3x¼ | P |
| 11 | .....150W | 7½ | 6500 | 170 | 245 | 46100 | 11500 | B9.75/20 | DB10.50/20 | Her HXB | 6-5x6 | BL 735 | U5 | No | Tim 68720 | WF | H | 6.8 | 42.7 | 9x3½x⅜ | P |
| 12 | .....200W | 10 | 8500 | 180 | 250 | 40400 | 12500 | B9.75/20 | DB10.50/20 | Her HXB | 6-5x6 | BL 735 | U5 | No | Tim SW310 | WF | H | 6.8 | 42.7 | 9x3½x⅜ | P |
| 13 | (4 Whl. Dr.) ..60 | 4 | 5750 | 180 | 200 | 19000 | 8700 | B9.00/20 | DB9.00/20 | Her WXC3 | 6-4¼x4½ | Fu JVUOG | U5 | A 2 | Wis 69317B | DF | H | 8.4 | 153. | 7x3x¼ | P |
| 14 | (4 Whl. Dr.)...80 | 6 | 6800 | 180 | 225 | 24000 | 11000 | B9.75/20 | DB9.75/20 | Her RXC | 6-4⅝x5¼ | Fu VUOG | U5 | A 2 | Wis 1237 | DF | H | 8.0 | 152. | 9x3½x⅜ | P |
| 15 | Day Elder(4)....60 | 1 | 895 | 135 | 156 | 6000 | 3300 | B6.00/20 | B6.50/20 | Con 25A | 6-3⅜x4 | WG T9 | U 4 | No | Tim 52200H | BF | H | 5.66 | 36.3 | 5½x3¾x⅜ | C |
| 16 | .....85 | 1½–2 | 1395 | 135 | 168 | 8500 | 3850 | B6.00/20 | B6.50/20 | Con 16C | 6-3⅜x4⅝ | WG T9 | U 4 | No | Tim 53200H | BF | H | 6.60 | 42.3 | 5½x3¾x⅜ | C |
| 17 | .....110 | 2 | 1825 | 156 | 186 | 11000 | 4800 | B7.00/20 | DB7.00/20 | Con 16C | 6-3⅜x4⅝ | WG T9 | U 4 | No | Tim 54200H | BF | H | 6.80 | 44.9 | 7x3¾x¼ | C |
| 18 | .....130 | 2½ | 2225 | 157 | 199 | 13000 | 6600 | B7.50/20 | DB7.50/20 | Con 16R | 6-4x4⅛ | BL 51 | U 4 | No | Tim 56200H | BF | H | 6.16 | 40.7 | 7x4x¼ | C |
| 19 | .....160 | 3 | 2795 | 156 | 204 | 16000 | 6800 | B7.50/20 | DB9.00/20 | Con 18R | 6-4x4½ | BL 51 | U 4 | No | Tim 65200H | WF | R | 6.75 | 36.1 | 9x3½x¼ | C |
| 20 | .....200 | 4 | 3295 | 156 | 204 | 20000 | 7600 | B9.00/20 | DB9.00/20 | Con 18R | 6-4x4½ | BL 554 | U 4 | No | Tim 65720H | WF | R | 7.75 | 43.5 | 9x3½x¼ | C |
| 21 | .....240 | 5 | 4295 | 162 | 202 | 24000 | 9500 | P38x9 | DP38x9 | Con 21R | 6-4⅜x4¾ | BL 535 | A 5 | No | Tim 66720H | WF | R | 9.50 | 50.8 | 10x3¾x⅜ | C |
| 22 | Diamond T...210SF | 1½ | 545 | 135 | 158 | 8500 | 3100 | B5.50/20 | B6.50/20 | Her JXA | 6-3⅜x4¼ | WG T9 | U 4 | No | Cla B364 | SF½ | H | 5.4 | 34.6 | 6½x2½x⅓ | T |
| 23 | .....210FF | 1½ | 565 | 135 | 158 | 8500 | 3100 | B5.50/20 | B6.50/20 | Her JXA | 6-3⅜x4¼ | WG T9 | U 4 | No | Cla B373E | SF | H | Opt | Opt | 6½x2½x⅓ | T |
| 24 | .....240A | 1¾ | 795 | 137 | 167 | 10000 | 3500 | B6.00/20 | P32x6 | Her JXA | 6-3⅜x4¼ | WG T9 | U 4 | No | Cla B410 | SF | H | Opt | Opt | 7x3x⅓ | T |
| 25 | .....310 | 2 | 995 | 155 | 167 | 12000 | 4200 | B6.50/20 | DB6.50/20 | Her JXB | 6-3⅜x4¼ | WG T9 | U 4 | No | Cla B613 | SF | H | Opt | Opt | 7x3x⅓ | T |
| 26 | .....350 | 2½ | 1295 | 155 | 179 | 14000 | 4700 | B7.00/20 | DB7.00/20 | Her JXC | 6-3¾x4¾ | Cla R103 | U 5 | No | Cla B642 | SF | H | Opt | Opt | 7x3x⅓ | T |
| 27 | .....410A | 3 | 1695 | 160 | 194 | 15000 | 5400 | B7.50/20 | DB7.50/20 | Her WXC | 6-4x4½ | Co W5B | U 5 | No | Cla B642 | SF | H | Opt | Opt | 6½x3x¼ | P |
| 28 | .....410B | 3 | 2135 | 200 | | 15000 | 6200 | B7.50/20 | DB7.50/20 | Her WXC | 6-4x4½ | Co RUS4C | U 4 | No | Cla B642 | SF | H | Opt | Opt | 6½x3x¼ | B |
| 29 | .....504A | 3 | 2650 | 166 | 208 | 17500 | 6420 | B8.25/20 | DB8.25/20 | Her WXC | 6-4x4½ | Co RUS4C | U 4 | No | Wis 69317 BL | 2F | H | Opt | Opt | 6½x3x¼ | C |
| 30 | .....(N) 506A | 3 | 2950 | 174 | 240 | 17500 | 6600 | B8.25/20 | DB8.25/20 | Her WXC3 | 6-4¼x4½ | Co RU5C | U 5 | No | Wis 69317 BL | 2F | H | Opt | Opt | 6½x3x¼ | C |
| 31 | .....603 | 3–4 | 3395 | 169 | 230 | 20000 | 7540 | B9.00/20 | DB9.00/20 | Her YXC | 6-4⅜x4¾ | Co RU5C | U 5 | Op | Wis 1237H | 2F | R | Opt | Opt | 6½x3x¼ | P |
| 32 | .....(N) 606B | 3–4 | 3695 | 179 | 246 | 20000 | 7600 | B9.00/20 | DB9.00/20 | Her RXB | 6-4½x5¼ | Co RU5C | U 5 | No | Wis 1237H | 2F | H | Opt | Opt | 6½x3x¼ | P |
| 33 | .....510 | 4 | 1995 | 168 | 201 | 18000 | 6000 | B7.00/20 | DB8.25/20 | Her WXC | 6-4x4½ | Co RUS4C | U 4 | No | Tim 58205H | SF | H | Opt | Opt | 6½x3x¼ | P |
| 34 | .....750 | 4–5 | 4925 | 178 | 238 | 24000 | 9300 | B9.75/22 | DB9.75/22 | Her RXC | 6-4⅜x5¼ | Co SA5 | A 5 | Op | Wis 1627 KW | 2F | R | Opt | Opt | 7½x3½x⅜ | P |
| 35 | Differential...E-131 | 2½ | 3200 | 160 | 160 | 18100 | 5100 | B9.00/20 | DB9.00/20 | Lyc A8D | 6-3¾x4½ | BL 314 | U 4 | No | Tim 58200 | BF | H | 7.8 | 51.4 | 12x2½x¼ | P |
| 36 | Dodge Bros..UF-10 | ½ | 375 | 109 | 109 | 4025 | 1925 | B5.00/19 | B5.00/19 | Own | 4-3⅝x4¾ | Own | U 3 | No | Own | S½ | H | 4.66 | 13.9 | 5x1¾x⅜ | C |
| 37 | .....F-10 | ½ | 445 | 109 | 109 | 4125 | 1975 | B5.25/19 | B5.25/19 | Own | 6-3¼x4¼ | Own | U 3 | No | Own | S½ | H | 4.66 | 13.9 | 5x1¾x⅜ | C |
| 38 | ..... | ¾–1 | 490 | 124 | 124 | 4760 | 2260 | B6.00/20 | B6.00/20 | Own | 4-3⅝x4¼ | Own | U 3 | No | Own | S½ | H | 5.63 | 21.1 | 6x2¾x⅓ | C |
| 39 | ..... | ¾–1 | 595 | 124 | 124 | 4860 | 2360 | B6.00/20 | B6.00/20 | Own | 6-3⅜x3⅞ | Own | U 3 | No | Own | S½ | H | 5.11 | 19.2 | 6x2¾x⅓ | C |
| 40 | .....UG20 | ¾–1 | 537 | 131 | 157 | 5900 | 2450 | B7.50/17 | B7.50/17 | Own | 4-3⅝x4¾ | Own | U 4 | No | Own | SF | H | 5.85 | 36.1 | 7x2⅛x⅓ | C |
| 41 | .....G20 | ¾–1 | 597 | 131 | 157 | 5975 | 2520 | B7.50/17 | B7.50/17 | Own | 6-3¼x4¼ | Own | U 4 | No | Own | SF | H | 5.85 | 36.1 | 7x2⅛x⅓ | C |
| 42 | ..... | 1–1½ | 495 | 133 | 133 | 5840 | 2590 | P6.00/20 | P32x6 | Own | 4-3⅝x4¼ | Own | U 4 | No | Own | S½ | H | 5.6 | 36.1 | 6x2¾x⅓ | C |
| 43 | ..... | 1–1½ | 595 | 133 | 133 | 5940 | 2690 | P6.00/20 | P32x6 | Own | 6-3⅜x3⅞ | Own | U 4 | No | Own | S½ | H | 5.1 | 33.4 | 6x2¾x⅓ | C |
| 44 | .....UG-30 | 1–2 | 525 | 131 | 157 | 8200 | 2490 | B6.00/20 | P32x6 | Own | 4-3⅝x4¾ | Own | U 4 | No | Own | SF | H | 5.85 | 36.1 | 7x2⅛x⅓ | C |
| 45 | .....G30 | 1–2 | 585 | 131 | 157 | 8275 | 2560 | B6.00/20 | P32x6 | Own | 6-3¼x4¼ | Own | U 4 | No | Own | SF | H | 5.85 | 36.1 | 7x2⅛x⅓ | C |
| 46 | .....UF-30 | 1¼–2 | 595 | 136 | 165 | 8225 | 2581 | B6.00/20 | P32x6 | Own | 4-3⅝x4¾ | Own | U 4 | No | Own | SF | H | 5.67 | 37.1 | 7x2⅝x⅓ | C |
| 47 | .....F-30 | 1¼–2 | 695 | 136 | 165 | 8275 | 2631 | B6.00/20 | P32x6 | Own | 6-3¼x4¼ | Own | U 4 | No | Own | SF | H | 5.67 | 37.1 | 7x2⅝x⅓ | C |
| 48 | .....F-35 | 1½–2½ | 1425 | 140 | 165 | 10175 | 3780 | B6.00/20 | DB6.00/20 | Own | 6-3⅜x3⅞ | Own | U 4 | No | Own | SF | H | 6.38 | 41.4 | 7¼x2⅞x¼ | C |
| 49 | .....G43 | 2–3 | 795 | 136 | 165 | 10500 | 3345 | B7.00/20 | DB7.00/20 | Own | 6-3¾x4⅝ | Own | U 5 | No | Own | SF | H | 6.37 | 50.9 | 8¼x2⅝x⅓ | C |
| 50 | .....F-40 | 2–3½ | 1995 | 150 | 190 | 14590 | 5173 | B6.50/20 | DB6.50/20 | Own | 6-3¾x5 | Own | U 4 | No | Own | SF | H | 6.38 | 43.7 | 9¼x3¼x⅜ | C |
| 51 | ..... | 3–4 | 1515 | 135 | 185 | 12250 | 4235 | P32x6 | DP32x6 | Own | 6-3¾x4½ | Own | U 4 | No | Own | S½ | H | 7.13 | 46.3 | 7x2¾x⅜ | C |
| 52 | .....(5) F-61 | 3–5½ | 2575 | 170 | 195 | 19429 | 5789 | P32x6 | DP32x6 | Own | 6-3¾x5 | Own | U 4 | No | Own | SF | H | 7.12 | 48.0 | 10x3¼x⅜ | C |
| 53 | .....(5) G-81 | 4–7½ | 5285 | 170 | 220 | 25000 | 7840 | B9.75/20 | DB9.75/20 | Own | 8-3½x5 | Own | U 5 | No | Own | SF | H | 7.71 | 69.6 | 10⅜x3⅓x½ | C |
| 54 | Douglas.....A6 | 1 | 1095 | 135 | 145 | 7500 | 3075 | P30x5 | P32x6 | Bud J214 | 6-3¾x4 | WG T9 | U 4 | No | Cla B370 | SF | H | 5.6 | 36.3 | 5½x3¼x⅜ | C |
| 55 | .....B4 | 1½ | 2050 | 150 | Op | 9000 | 3950 | P30x5 | P32x6 | Bud WTU | 4-3¾x5⅛ | Fu MKU12 | U 4 | No | Wis 4627 | 2F | R | 6.57 | 26.3 | 5x1¾x¼ | T |
| 56 | .....B6 | 1½ | 2150 | 150 | Op | 10500 | 4100 | P30x5 | P32x6 | Bud HS6 | 6-3⅜x4½ | Fu MKU12 | U 4 | No | Wis 4627 | 2F | R | 6.57 | 26.3 | 6x2x¼ | T |
| 57 | .....C4 | 2 | 3275 | 156 | Op | 12500 | 5100 | P32x6 | P34x7 | Bud KBU-I | 4-4x5¼ | Fu MGU14 | U 4 | Op | Wis 6617 | 2F | R | 6.9 | 44.8 | 6x2x¼ | T |
| 58 | .....C6 | 2 | 3425 | 168 | Op | 15500 | 5850 | P32x6 | P34x7 | Bud DW6 | 6-3¾x5 | Fu MGU14 | U 4 | Op | Wis 6617 | 2F | R | 6.33 | 41.1 | 6x2x¼ | T |
| 59 | .....CD4 | 2½ | 3855 | 190 | Op | 17500 | 5860 | P34x7 | P36x8 | Bud EBU-I | 4-4¼x5½ | Fu MGU14 | U 4 | Op | Wis 8817 | 2F | R | 7.85 | 51.0 | 7x2⅛x¼ | T |
| 60 | .....CD6 | 2½ | 3955 | 190 | Op | 17500 | 5800 | P34x7 | P36x8 | Bud DW6 | 6-3¾x5 | Fu MGU14 | U 4 | Op | Wis 8817 | 2F | R | 7.85 | 51.0 | 7x2⅛x¼ | T |
| 61 | .....D4 | 3 | 4010 | 186 | Op | 20000 | 6500 | S36x5° | S36x10° | Bud YBU-I | 4-4½x6 | Fu RU16 | U 4 | Op | Wis 892A | 2F | R | 7.25 | 34.8 | 8x2¼x¼ | T |
| 62 | .....D6 | 3 | 4430 | 186 | Op | 20000 | 6800 | P36x6 | DP38x7 | Bud BUS | 6-4x5½ | Fu RU16 | U 4 | Op | Wis 892A | 2F | R | 7.25 | 34.8 | 8x2¼x¼ | T |
| 63 | .....D6 5p. | 3 | 5500 | 216 | Op | 22000 | 7560 | P38x7 | DP40x8 | Bud K428 | 6-4¼x5½ | Fu HOG | U 4 | Op | Wis 1418 | 2F | R | 8.18 | 76.7 | 10x2½x⅜ | T |
| 64 | .....F4 | 5 | 5500 | 185 | Op | 26000 | 9200 | S36x6 | S40x12 | Bud BBU | 4-5x6½ | Fu HU18 | U 4 | Op | Wis 1458 | 2F | R | 9.12 | 57. | 10x2½x⅜ | T |
| 65 | .....F6 | 5 | 6300 | 196 | Op | 26000 | 9200 | B9.75/20 | DB9.75/20 | Bud GL6 | 6-4½x6 | Fu HU18 | U 4 | Op | Wis 1567 | 2F | R | 10.3 | 64.4 | 10x2½x⅜ | T |
| 66 | Duplex.....GE | 2 | 2800 | 143 | Op | 10500 | 4700 | P32x6 | P34x7 | Bud WTU | 4-3¾x5½ | BL 31 | U 3 | No | Tim 64600 | W½ | H | 6.50 | 34.8 | 5x3x¼ | C |
| 67 | .....GS | 2 | 2950 | 143 | Op | 10500 | 4800 | P32x6 | P34x7 | Bud HS6 | 6-3⅜x4½ | BL 31 | U 3 | No | Tim 64600 | W½ | H | 6.50 | 34.8 | 5x3x¼ | C |
| 68 | .....S | 3 | 3600 | 160 | Op | 15000 | 5600 | P32x6 | P36x8 | Bud DW6 | 6-3¾x5 | BL 324 | U 4 | No | Tim 65001 | WF | H | 6.75 | 36.2 | 6x3½x¼ | C |
| 69 | .....FAC | 3½ | 4250 | 166 | Op | 16500 | 7200 | S34x5 | S36x8 | Bud EBU-I | 4-4¼x5½ | BL 51 | U 5 | No | Tim 65706 | WF | R | 8.5 | 45.5 | 7x3½x¼ | C |
| 70 | (4 Whl. Dr.)..EF | 3½ | 4250 | 130 | Op | 17000 | 6500 | S36x8 | S36x8 | Bud EBU-I | 4-4¼x5½ | BL 51 | U 4 | A 2 | Own EF1 | I | R | 8.00 | 86.0 | 6x3⅞x¼ | I |
| 71 | .....SAC | 4 | 4750 | 172 | Op | 18000 | 7400 | S34x5 | S36x8 | Bud K428 | 6-4⅜x4¾ | BL 55 | A 7 | No | Tim 65706 | WF | R | 8.5 | 81.0 | 7x3½x¼ | C |
| 72 | .....K | 5 | 5200 | 172 | Op | 21000 | 8000 | B10.50/20 | DB10.50/20 | Bud L525 | 6-4½x5½ | BL 60 | A 7 | No | Own 76725 | Op | R | Opt | Opt | 8x3½x¼ | C |
| 73 | .....M | 5–7 | 7600 | 168 | Op | 28000 | 10000 | P34x7 | DS36x7 | Bud GL6 | 6-4½x6 | BL 70 | A 7 | No | Tim 68700 | WF | R | Opt | Opt | 9½x3½x½ | C |
| 74 | Federal.....DM | 1½ | 900 | 120 | 120 | 8000 | 3050 | B6.00/20 | P32x6 | Con W10 | 4-3⅝x4¼ | WG T9 | U 4 | No | Cla B374 | SF | H | 5.67 | 38.2 | 6x2¾x¼ | C |
| 75 | .....D3 | 1½ | 670 | 130 | 190 | 10000 | 3225 | B6.00/20 | P32x6 | Con W10 | 4-3⅝x4¼ | WG T9 | U 4 | No | Cla B374 | SF | H | 6.38 | 40.8 | 6x2¾x¼ | C |
| 76 | .....E3 | 1½ | 695 | 130 | 190 | 10000 | 3225 | B6.00/20 | P32x6 | Con 25A | 6-3⅜x4 | WG T9 | U 4 | No | Cla B374 | SF | H | 6.38 | 40.8 | 6x2¾x¼ | C |
| 77 | .....F7 | 1¾ | 1145 | 132 | 164 | 10000 | 3765 | P30x5 | DP30x5 | Con 16C | 6-3⅜x4⅝ | Own 7774 | U 4 | No | Tim 52005H | SF | H | 5.83 | 29.2 | 6x2¾x⅓ | C |
| 78 | .....F8 | 2 | 1245 | 132 | 188 | 12000 | 3865 | P30x5 | DP30x5 | Con 16C | 6-3⅜x4⅝ | Own 7774 | U 4 | No | Tim 54200H | SF | H | 6.8 | 31.0 | 6x2¾x¼ | C |
| 79 | .....G5 | 2 | 995 | 132 | 188 | 11500 | 3750 | B6.50/20 | DB6.50/20 | Con 25A | 6-3⅜x4 | Own 7774 | U 4 | No | Tim 54200H | SF | H | 6.13 | 34.0 | 6x2¾x¼ | C |
| 80 | .....A6 | 2½ | 1445 | 151 | 200 | 13500 | 4580 | P32x6 | DP32x6 | Con 16C | 6-3⅜x4⅝ | Own 7776 | A 4 | No | Cla B610 | SF | H | 6.38 | 38.5 | 6x3½x¼ | C |
| 81 | .....A6T | 2½–3 | 1745 | 151 | 200 | 15000 | 5110 | P32x6 | DP32x6 | Con 16C | 6-3⅜x4⅝ | Own 7776 | A 4 | No | Tim 58000H | SF | H | 7.80 | 47.1 | 6x3½x¼ | C |
| 82 | .....A6TW | 2½–3 | 1880 | 151 | 200 | 15000 | 5110 | P32x6 | DP32x6 | Con 16C | 6-3⅜x4⅝ | Own 7776 | A 4 | No | Tim 65001H | WF | H | 8.75 | 52.9 | 6x3½x¼ | C |
| 83 | .....T3W | 2½ | 1595 | 148 | 185 | 14000 | 5110 | P32x6 | P36x8 | Wau V | 4-4x5 | Own 7754 | A 4 | No | Tim 64603H | W½ | R | 7.25 | 36.3 | 6x3½x¼ | C |
| 84 | .....T3WFA | 2½–3 | 1795 | 148 | 185 | 16000 | 5400 | P32x6 | DP32x6 | Wau V | 4-4x5 | Own 7754 | A 4 | No | Tim 65001H | WF | R | 8.75 | 43.8 | 6x3½x¼ | C |
| 85 | .....T10B | 3½–4 | 2550 | 165 | 230 | 19000 | 6645 | P34x7 | DP34x7 | Con 16R | 6-4x4⅛ | Own 7784 | A 4 | No | Tim 58200H | BF | R | 6.83 | 44.5 | 7½x3½x½ | C |
| 86 | .....T10W | 3½–4 | 2685 | 165 | 230 | 19000 | 6645 | P34x7 | DP34x7 | Con 16R | 6-4x4⅛ | Own 7784 | A 4 | No | Tim 65200H | w/2F | R | 6.75 | 44.0 | 7½x3½x½ | C |
| 87 | .....A600 | 2½–3 | 1745 | 157 | 206 | 15000 | 5050 | B7.50/20 | DB7.50/20 | Con E600 | 6-3⅛x4½ | Own 7784 | A 4 | No | Cla B610 | SF | H | 6.38 | 38.5 | 6x3½x¼ | C |
| 88 | .....A600T | 3–3½ | 2045 | 157 | 206 | 17000 | 6100 | B8.25/20 | DB8.25/20 | Con E600 | 6-3⅛x4½ | Own 7784 | A 4 | No | Tim 58000H | SF | H | 7.8 | 56.0 | 8x3½x¼ | C |
| 89 | .....A600TW | 3–3½ | 2180 | 157 | 206 | 17000 | 6100 | B8.25/20 | DB8.25/20 | Con E600 | 6-3⅛x4½ | Own 7784 | A 4 | No | Tim 65001H | w/2F | H | 7.5 | 48.9 | 8x3½x¼ | C |
| 90 | .....U6 | 4½–5 | 3860 | 165 | 230 | 22000 | 7420 | P36x8 | DP36x8 | Con 20R | 6-4¼x4⅝ | BL 607 | A 7 | No | Tim 65706H | w/2F | R | 6.8 | 64.6 | 7½x3½x⅝ | C |
| 91 | .....C7 | 6 | 4485 | 195 | 249 | 26000 | 9550 | B9.75/20 | DB9.75/20 | Con 21R | 6-4⅜x4⅜ | BL 607 | A 7 | No | Tim 76725H | w/2F | R | 7.92 | 75.2 | 7⅝x3½x⅝ | C |
| 92 | .....C8 | 6 | 4895 | 195 | 249 | 26000 | 9650 | B9.75/20 | DB9.75/20 | Con 21R | 6-4⅜x4⅜ | BL 607 | A 7 | No | Tim 76725W | w/2F | R | 7.92 | 75.2 | 7⅝x3½x⅝ | P |
| 93 | .....X8 | 7½ | 4335 | 162 | 186 | 30000 | 9750 | S36x6 | S40x14 | Con B7 | 4-5x6 | BL 60 | A 7 | No | Tim 68700DP | w/2F | R | 11 7 | 111 | 9½x3½x½ | C |
| 94 | .....X8R | 7½ | 4735 | 162 | 186 | 30000 | 10475 | P40x8 | DP40x8 | Con 21R | 6-4⅜x4⅜ | BL 60 | A 7 | No | Tim 68702DP | w/2F | R | 11 7 | 111 | 9½x3½x½ | C |
| 95 | Fisher-Std...JR-BX | ¾–1 | 875 | 120 | 128 | 6800 | 2800 | P30x5 | P30x5 | Con W10 | 4-3⅝x4¼ | WG T9 | U 4 | No | Sal F | S½ | H | 5.37 | 34.4 | 6x2¼x⅛ | C |
| 96 | .....Sp.X | 1½ | 950 | 128 | 136 | 7800 | 3150 | P30x5 | DP30x5 | Con W20 | 4-4⅛x4¼ | Co F4B | U 4 | No | Tim 52200H | SF | H | 5.83 | 37.3 | 6x2¾x¼ | C |
| 97 | .....10-AX | 1½–2 | 1090 | 136 | 165 | 8800 | 3220 | P30x5 | DP30x5 | Con 17E | 6-3⅝x4 | BL 214 | U 4 | No | Tim 53200H | SF | H | 5.14 | 32.9 | 6x2¾x¼ | C |
| 98 | .....15A | 1½–2 | 1390 | 144 | 165 | 8000 | 3250 | P30x5 | P32x6 | Con 17E | 6-3⅝x4 | BL 214 | U 4 | No | Tim 52200H | SF | H | 5.83 | 37.4 | 6x2¾x¼ | C |
| 99 | .....22A | 2 | 1945 | 156 | 162 | 13200 | 4000 | P32x6 | DP32x6 | Con 16C | 6-4x4⅛ | BL 314 | U 4 | No | Tim 54200H | SF | H | 5.83 | 38.5 | 6x2¾x¼ | C |
| 100 | .....30A | 3 | 2495 | 160 | 190 | 16800 | 5800 | P34x7 | DP34x7 | Con 16R | 6-4x4⅛ | BL 314 | U 4 | No | Tim 56200H | SF | H | 6.16 | 40.6 | 7½x2½x⅜ | C |
| 101 | .....31A | 3 | 2975 | 160 | 179 | 16800 | 5800 | P34x7 | DP34x7 | Con E600 | 6-3⅛x4½ | BL 334 | U 4 | No | Tim 56200H | SF | R | 6.16 | 50.6 | 7½x2½x⅜ | C |
| 102 | .....61A | 3½ | 3750 | 155 | 190 | 16800 | 5600 | P34x7 | DP34x7 | Con 16R | 6-4x4⅛ | BL 334 | U 4 | No | Tim 58200H | SF | R | 6.16 | 32.9 | 6½x2½x⅜ | C |
| 103 | .....80A | 4 | 4500 | 146 | 190 | 21600 | 6900 | P36x8 | DP36x8 | Con 18R | 6 4x4⅛ | BL 55 | U 7 | No | Tim65720TW | SF | R | 7.75 | 73.6 | 7½x2½x⅜ | C |
| 104 | .....100A | 5 | 4600 | 168 | 200 | 21600 | 8300 | P36x8 | DP36x8 | Con 21R | 6-4⅜x4⅜ | BL 60 | U 7 | No | Tim 66720W | SF | R | 8.2 | 77.9 | 8x2½x⅜ | C |
| 105 | .....105A | 5 | 5300 | 168 | 200 | 25000 | 8400 | P36x8 | DP38x9 | Con 21R | 6-4⅜x4⅜ | BL 60 | U 7 | No | Tim68720TW | SF | R | 8.75 | 83.1 | 8x2½x⅜ | C |
| 106 | Ford Comm..... | ..... | 320 | 106 | 106 | 1688 | ..... | B5.25/18 | B5.25/18 | Own | 4-3⅛x4¼ | Own | U 3 | No | Own | S¾ | U | 4.1 | 13.9 | 6x2x⅜ | C |
| 107 | Truck..... | 1½ | 470 | 131 | 131 | 2864 | ..... | B6.00/20 | P32x6 | Own | 4-3⅞x4¼ | Own | U 4 | No | Own | S¾ | U | 6.6 | 42.2 | 7x2¾x⅓ | C |
| 108 | Truck..... | 1½ | 500 | 157 | 157 | 3140 | ..... | B6.00/20 | P32x6 | Own | 4-3⅞x4¼ | Own | U 4 | No | Own | S¾ | U | 6.6 | 42.2 | 7x2¾x⅓ | C |
| 109 | FWD.....H4 | 1½–2 | 3325 | 120 | 160 | 11000 | 5300 | P34x7 | P34x7 | Wis 8U | 4-4x5 | Cot A | A 4 | Op | Own H | BF | H | 7.86 | 38.0 | 5⅞x2¼x⅜ | C |
| 110 | (All 4Wh.Dr.).H6 | 2–2½ | 3385 | 133 | 180 | 13000 | 5900 | P9.00/20 | P9.00/20 | Wau MS | 6-3¾x4¾ | BL 51 | U 4 | No | Own H | BF | H | 8.92 | 47.7 | 5⅞x2¼x⅜ | C |
| 111 | .....HH-6 | 2½–3 | 4135 | 138 | 170 | 15000 | 6400 | P9.75/20 | P9.75/20 | Wau MK | 6-4⅛x4¾ | BL 55 | A 7 | R 2 | Own U | BF | H | 6.95 | 84.7 | 5⅞x2¼x⅜ | C |
| 112 | .....B3 | 3 | 4200 | 124 | 156 | 15500 | 6460 | S36x6 | S36x6 | Own | 4-4¼x5½ | Cot DAF | A 3 | Op | Own B | BF | H | 8.9 | 35.6 | 5⅞x2¼x⅓ | C |
| 113 | .....CU-6 | 3½–4 | 4985 | 147 | 179 | 19500 | 8600 | B10.50/20 | B10.50/20 | Wau SRS | 6-4¼x5½ | Own U | A 5 | Op | Own U | BF | H | 8.9 | 88.6 | 7x3x⅜ | C |
| 114 | .....CU6A | 3½–4 | 4685 | 147 | 179 | 18500 | 7500 | B10.50/20 | DB10.50/20 | Wau SRS | 6-4⅛x5⅛ | BL 615 | U 5 | Op | Own U | BF | H | 6.72 | 55.2 | 7x3x⅜ | C |
| 115 | .....S8U | 4–5 | 5135 | 147 | 179 | 22000 | 8900 | B11.25/20 | B11.25/20 | Wau SRL | 6-4⅝x5½ | Own U | A 5 | Op | Own U | BF | H | 8.9 | 88.6 | 7x3x⅜ | C |
| 116 | .....S8UA | 4–5 | 4835 | 147 | 179 | 21000 | 8100 | B11.25/20 | B11.25/20 | Wau SRL | 6-4⅝x5½ | BL 706 | U 5 | Op | Own M | BF | H | 7.35 | 73 | 7x3x⅜ | C |
| 117 | .....M5 | 5–7½ | 7400 | 165 | 195 | 29500 | 11800 | B12.75/20 | B12.75/20 | Wau SRK | 6-4⅝x5¼ | BL 714 | U 4 | A 2 | Wis 131W | 2F | H | 10.0 | 207 | 8x3x⅜ | C |
| 118 | .....MF6 | 5–6 | 5785 | 147 | 179 | 24500 | 9300 | B10.50/20 | DB10.50/20 | Wau SRK | 6-4⅝x5¼ | Own U | A 5 | Op | Own M | BF | H | 7.35 | 73.0 | 8x3x⅜ | C |
| 119 | (Frt. Wh. Dr.)..LBU | 3–6 | 4800 | 171 | Op | 23500 | 9000 | B9.00/20 | DB9.00/20 | Wau SRS | 6-4¼x5⅛ | BL 55 | U 4 | Op | Own U | D | H | 7.35 | 39.5 | 7x3x⅜ | C |
| 120 | .....M7 | 7½–10 | 8500 | 165 | 195 | 37000 | 13000 | P40x10 | DP40x10 | Wau RB | 6-5x5¾ | BL 714 | U 4 | A 2 | Wis 131W | 2F | H | 8.36 | 173. | 10x3x⅜ | C |
| 121 | Garford.....40Z | 2½ | 3240 | 168 | 185 | 12500 | 5100 | P36x6 | DP36x6 | Bud DW6 | 6-3¾x5 | Fu MGU14 | U 4 | No | Tim 63702 | WF | R | 6.5 | 34.8 | 6x3x¼ | C |
| 122 | .....S11Z | 2 | 2030 | 162 | 192 | 10000 | 4500 | P32x6 | DP32x6 | Bud HS6 | 6-3⅜x4½ | BL 20 | U 4 | No | Tim 54000 | SF | R | 5.83 | 29.2 | 6x2½x⅓ | C |
| 123 | (cont'd).....60Z | 3 | 4680 | 175 | 192 | 18000 | 7100 | P36x6 | DP38x7 | Bud BA6 | 6-4⅛x5⅛ | Fu VU | U 5 | No | Tim 65706 | WF | R | 8.5 | 63.0 | 7x3½x¼ | P |

| Line Number | ENGINE DETAILS: Piston Displacement | Compression Ratio | Torque lb. ft. | N.A.C.C. Rated H.P. | Max. Brake H.P. at R.P.M. Given | Valve Arrangement | Camshaft Drive | Piston Material | MAIN BEARINGS: Number and Diameter | MAIN BEARINGS: Length | Oiling System Type | Governor Make | FUEL SYST.: Carburetors Make | FUEL SYST.: Fuel Feed | ELECTRICAL: Ignition System Make | ELECTRICAL: Generator, Starter Make | Clutch Type and Make | Radiator Make | Universals Make | FRONT AXLE: Make and Model | Steering Gear Make | BRAKES: SERVICE: Make, Location Type, Operation | BRAKES: SERVICE: Lining Area | BRAKES: SERVICE: Drum Material | Hand Type, Location | BODY MOUNTING DATA: Cab to Rear of Frame | BODY MOUNTING DATA: Cab to Rear Axle | BODY MOUNTING DATA: Width of Frame | SPRINGS: Front | SPRINGS: Rear | Auxiliary Type |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 360 | 4.4 | 240 | 40.8 | 88-2500 | L | C | C | 7-2¾ | 11 11/16 | FP | No | Zen | M | DR | DR | P.BL | Pe | Spi | Tim 33000H | Ros | L4IHV | 578 | a | TD | (3) | (3) | 34 | 40x2½ | 54x3 | ½ |
| 2 | 383 | 4.5 | 236 | 43.3 | 88-2400 | H | C | C | 7-2⅝ | 11 11/16 | FP | No | Zen | M | DR | DR | P.BL | Pe | Spi | Tim 33000H | Ros | L4IHV | 660 | a | TD | (3) | (3) | 34 | 40x2½ | 54x3 | ½ |
| 3 | 500 | 4.2 | 340 | 48.6 | 121-2400 | H | C | A | 7-2¾ | 13 3/16 | FP | No | Zen | M | DR | DR | D.BL | Pe | Spi | Tim 35000A | Ros | L4IHV | 768 | a | TD | (3) | (3) | 34 | 40x2½ | 54x3 | ½ |
| 4 | 611 | 4.5 | 384 | 54.1 | 127-2300 | L | G | A | 7-3 | 13 11/16 | FP | No | Zen | M | DR | DR | dpBL | Pe | Spi | Tim 26450W | Ros | Ws41A | 921 | a | TD | (3) | (3) | 34 | 46x3 | 60x3½ | ½ |
| 5 | 260 | 4.4 | 152 | 29.4 | 65-2400 | L | G | A | 7-2⅝ | 13¼ | PC | Ha | Zen | M | DR | DR | D.Fu | Ch | Spi | Tim 30000 | Ros | L4IH | 380 | a | TX | 144 | 60 | 34 | 38x2½ | 52x2½ | ½ |
| 6 | 298 | 4.4 | 190 | 33.7 | 69-2400 | L | G | A | 7-2⅝ | 13¼ | PC | Ha | Zen | M | DR | DR | D.Fu | Ch | Spi | Tim 31000 | Ros | L4IH | 452 | a | TX | 156 | 66 | 34 | 38x2½ | 54½x3 | ½ |
| 7 | 339 | 4.4 | 212 | 38.4 | 76-2400 | L | G | A | 7-2⅝ | 13¼ | PC | Ha | Zen | M | DR | DR | D Fu | Ch | Spi | Tim 31000 | Ros | L4IH | 260 | a | TX | 156 | 66 | 34 | 38x2½ | 54½x3 | ½ |
| 8 | 383 | 4.5 | 264 | 43.3 | 92-2400 | L | G | A | 7-2⅝ | 13¼ | PC | Ha | Zen | M | DR | DR | D.Fu | Ch | Spi | Tim 33000 | Ros | L4IH | 394 | a | CD | 168 | 72 | 34 | 38x2½ | 54½x3 | ½ |
| 9 | 453 | 4.5 | 300 | 48.6 | 98-2200 | L | G | A | 7-3 | 13¼ | PC | Ha | Zen | M | DR | DR | D.Fu | Ch | Sol | Tim 33000 | Ros | L4IH | 765 | a | CD | 192 | 84 | 34 | 45x3 | 54½x3 | ½ |
| 10 | 529 | 4.7 | 350 | 51.3 | 114-2200 | L | G | A | 7-3 | 14 | PC | Ha | Zen | M | DR | DR | D.Fu | Ch | Sol | Tim 27450 | Ros | L4IH | 921 | a | CD | 216 | 72 | 34 | 46x3 | 52x4 | ½ |
| 11 | 707 | 4.5 | 450 | 60. | 150-2000 | L | G | A | 7-3½ | 12½ | PC | Ha | Zen | M | DR | DR | P.BL | Ch | Sol | Tim 27450 | Ros | W4A | 921 | a | CD | 108 | 33 | 34 | 46x3 | 52x4 | ½ |
| 12 | 707 | 4.5 | 450 | 60. | 150-2000 | L | G | A | 7-3½ | 15¼ | PC | Ha | Zen | M | DR | DR | P.BL | Ch | Sol | Tim 27450 | Ros | W4A | 921 | a | CD | . . . | . . . | 34 | 46x3 | None | ½ |
| 13 | 384 | 4.5 | 262 | 43.3 | 99-2200 | L | G | A | 7-3½ | 15¼ | PC | Ha | Zen | M | DR | DR | D.Fu | Ch | Sol | Wis F211 | Ros | L2IH | 433 | a | CD | 168 | 72 | 34 | 45x3 | 54½x3 | ½ |
| 14 | 529 | 4.5 | 350 | 51.3 | 114-2000 | L | G | A | 7-3 | 14 | PC | Ha | Zen | M | DR | DR | P.Fu | Ch | Sol | Wis F311 | Ros | L2IH | 542 | a | CD | 192 | 84 | 34 | 45x3 | 54½x3 | ½ |
| 15 | 214 | 4.9 | 142 | 27.3 | 71-3200 | L | C | A | 4-2⅜ | 6⅜ | FP | No | Zen | M | DR | DR | P.BB | GO | Spi | Tim 30000H | Ros | L4IH | 269 | a | TX | 106½ | 58½ | 34 | 40x2¼ | 54x2½ | ½ |
| 16 | 248 | 5.0 | 160 | 27.3 | 70-4200 | L | C | C | 7-2⅜ | 10 5/16 | FP | No | Zen | M | DR | DR | P.BB | Pe | Spi | Tim 30000H | Ros | L4IH | 269 | a | TX | 105 | 57 | 34 | 40x2¼ | 54x2½ | ½ |
| 17 | 248 | 5.0 | 160 | 27.3 | 70-3200 | L | C | C | 7-2⅜ | 10 5/16 | FP | No | Zen | M | DR | DR | P.BB | Pe | Spi | Tim 31000H | Ros | L4IH | 281 | a | TX | 135 | 78½ | 33½ | 40x2¼ | 54x3 | ½ |
| 18 | 311 | 4.2 | 196 | 38.4 | 73-2400 | H | C | N | 7-2¾ | 13 5/16 | FP | No | Zen | M | DR | DR | P.BL | Pe | Spi | Tim 33000H | Ros | L4IH | 353 | a | TX | 124½ | 69 | 33½ | 40x2¼ | 56x3 | ½ |
| 19 | 339 | 4.2 | 212 | 38.4 | 82-2400 | H | C | N | 7-2¾ | 13 5/16 | FP | Ha | Zen | M | DR | DR | D.BL | Pe | Spi | Tim 33000H | Ros | L4IH | 394 | a | DX | 132 | 80½ | 34 | 42x2½ | 56x3 | ½ |
| 20 | 339 | 4.2 | 212 | 38.4 | 81-2400 | H | C | N | 7-2¾ | 13 5/16 | FP | Ha | Zen | M | DR | DR | P.BL | Pe | Spi | Tim 35000H | Ros | L4IHV | 492 | a | DX | 132 | 80½ | 34 | 42x2½ | 56x3 | ½ |
| 21 | 427 | 4.2 | 267 | 45.9 | 100-2600 | H | C | N | 7-2¾ | 13 5/16 | FP | Ha | Zen | M | DR | DR | P.BL | Pe | Blo | Tim 26450 | Ros | L4IHV | 693 | a | DX | 132 | 78 | 33 | 48x3 | 60x3½ | ½ |
| 22 | 228 | 4.4 | 143 | 27.3 | 60-2800 | L | G | C | 7-2½ | 10 3/16 | PC | No | Zen | M | AL | AL | P.BB | GO | Spi | Cla F212A | Ros | L4IH | 186 | a | TX | 93 | 51½ | 34 | 42x2 | 50x2½ | ½ |
| 23 | 228 | 4.4 | 143 | 27.3 | 60-2800 | L | G | C | 7-2½ | 10 3/16 | PC | No | Zen | M | AL | AL | P.BB | GO | Spi | Cla F212A | Ros | L4IH | 186 | a | TX | 93 | 51½ | 34 | 42x2 | 50x2½ | ½ |
| 24 | 228 | 4.4 | 143 | 27.3 | 60-2800 | L | G | C | 7-2½ | 10 3/16 | PC | No | Zen | M | AL | AL | P.BB | GO | Spi | Cla F212A | Ros | L4IH | 219 | a | TX | 96 | 54 | 34 | 42x2½ | 53x2½ | ½ |
| 25 | 263 | 4.4 | 164 | 31.5 | 68-2800 | L | G | A | 7-2½ | 10 3/16 | PC | No | Zen | M | AL | AL | P.BB | GO | Spi | Cla F308 | Ros | L4IH | 350 | a | TX | 126 | 72 | 34 | 42x2½ | 53x2½ | ½ |
| 26 | 283 | 4.4 | 176 | 33.7 | 76-2800 | L | G | A | 7-2½ | 10 3/16 | PC | No | Zen | M | AL | AL | P.BB | GO | Spi | Cla F308 | Ros | L4IH | 350 | a | TD | 126 | 72 | 34 | 42x2½ | 53x2½ | ½ |
| 27 | 339 | 4.7 | 225 | 38.4 | 100-2800 | L | G | C | 7-2⅝ | 13¼ | PC | Ha | Zen | M | AL | AL | P.BB | GO | Spi | Cla F308 | Ros | L4IHV | 350 | a | TD | 117 | 74⅝ | 34 | 45¼x2½ | 56x3 | ½ |
| 28 | 339 | 4.7 | 225 | 38.4 | 100-2800 | L | G | C | 7-2⅝ | 13¼ | PC | Ha | Zen | M | LN | LN | P.BB | GO | Spi | Cla F308 | Ros | L4IHV | 350 | a | TD | Opt | 113⅝ | 34 | 45¼x2½ | 56x3 | ½ |
| 29 | 339 | 4.7 | 225 | 38.4 | 100-2800 | L | G | C | 7-2⅝ | 13¼ | PC | Ha | Zen | M | AL | AL | D.Co | GO | Spi | Shu 5582B | Ros | L4IHV | 408 | pa | TD | 126 | 80⅛ | 34 | 45¼x2½ | 56x3 | ½ |
| 30 | 384 | 4.4 | 262 | 43.3 | 90-2200 | L | G | C | 7-2⅝ | 13¼ | PC | Ha | Zen | M | LN | LN | D.Co | GO | Spi | Shu 5582B | Ros | L4IHV | 408 | pa | TD | 138 | 87⅝ | 34 | 45¼x2½ | 56x3 | ½ |
| 31 | 428 | 4.4 | 280 | 45.9 | 93-2200 | L | G | C | 7-3 | 14 | PC | Ha | Zen | M | AL | AL | D.Co | GO | Spi | Shu 5582B | Ros | L4IHV | 499 | a | TD | 120 | 79½ | 34 | 45¼x2½ | 56x3 | ½ |
| 32 | 501 | 4.4 | 330 | 48.6 | 111-2200 | L | G | C | 7-3 | 12½ | PC | Ha | Zen | M | LN | LN | D.Co | GO | Spi | Shu 5582B | Ros | L4IHV | 499 | a | TD | 138 | 88 | 34 | 45¼x2½ | 56x3 | ½ |
| 33 | 339 | 4.7 | 225 | 38.4 | 100-2800 | L | G | C | 7-3 | 12½ | PC | Ha | Zen | M | AL | AL | D.Co | GO | Spi | Shu 5582B | Ros | L4IHV | 410 | pa | TD | 114 | 71⅝ | 34 | 45¼x2½ | 56x3 | ½ |
| 34 | 529 | 4.4 | 350 | 51.3 | 114-2200 | L | G | C | 7-3 | 12½ | PC | Ha | Zen | M | AL | AL | D.Co | GO | Spi | Shu 678 | Ros | Ws 41A | 552 | a | TD | 138 | 89¼ | 34 | 46x3 | 56x3½ | ½ |
| 35 | 299 | 4.9 | 198 | 33.7 | 85-2800 | L | G | C | 4-2⅝ | 9⅛ | PC | Mo | Til | M | AL | AL | D.BL | Pe | Blo | Tim 33000H | Ros | L4IHV | 375 | a | FD | 120 | 77¼ | 34 | 42x2¼ | 50x3 | ½ |
| 36 | 196 | 4.6 | 124 | 21.0 | 48-2800 | L | G | A | 3-2¼ | 6⅛ | CC | No | Car | M | DR | DR | P.BB | Fe | Own | Own | Own | O4IH | 121 | p | TX | 53⅞ | 26⅜ | 42 11/16 | 35½x1⅜ | 53½x1 11/16 | N |
| 37 | 211 | 5.3 | 134 | 25.3 | 60-3100 | L | C | S | 4-2¼ | 6¼ | CC | No | Car | M | DR | DR | P.BB | Fe | Own | Own | Own | O4IH | 121 | p | TX | 53⅞ | 26⅜ | 42 11/16 | 35½x1⅜ | 53½x1 11/16 | N |
| 38 | 196 | 4.6 | 124 | 21.0 | 48-2800 | L | G | S | 3-2¼ | 6⅛ | CC | No | Car | V | DR | DR | P.BB | Fe | Own | Own | Ha | O4IH | 189 | p | TX | 66⅞ | 31 | 37⅞ | 39x2 | 48x2½ | N |
| 39 | 208 | 5.1 | 132 | 27.3 | 63-3200 | L | C | S | 7-2¾ | 11 3/16 | CC | No | Zen | V | NE | NE | P.BB | Fe | Own | Own | Ha | O4IH | 189 | p | TX | 66⅞ | 31 | 37⅞ | 39x2 | 48x2½ | N |
| 40 | 196 | 4.6 | 124 | 21.0 | 48-2800 | L | G | A | 3-2¼ | 6⅛ | CC | No | Car | M | DR | DR | P.BB | Fe | Own | Own | Own | O4IH | 175 | a | TX | 91½ | 50½ | 34 | 36x1¾ | 48x2¼ | N |
| 41 | 211 | 5.3 | 134 | 25.3 | 60-3100 | L | C | S | 4-2¼ | 6¼ | CC | No | Car | M | DR | DR | P.BB | Fe | Own | Own | Own | O4IH | 175 | a | TX | 91½ | 50½ | 34 | 36x1¾ | 48x2¼ | N |
| 42 | 196 | 4.6 | 124 | 21.0 | 48-2800 | L | G | S | 3-2¼ | 6⅛ | CC | Ha | Zen | V | DR | DR | P.BB | Fe | Own | Own | Ha | O4IH | 206 | p | TX | 85⅞ | 50 | 37⅞ | 39x2 | 48x2½ | N |
| 43 | 208 | 5.1 | 132 | 25.3 | 63-3200 | L | C | S | 7-2¾ | 10 11/16 | CC | Ha | Zen | V | NE | NE | P.BB | Fe | Own | Own | Ha | O4IH | 206 | p | TX | 85⅞ | 50 | 37⅞ | 39x2 | 48x2½ | N |
| 44 | 196 | 4.6 | 124 | 25.3 | 48-2800 | L | G | A | 3-2¼ | 6⅛ | CC | No | Car | M | DR | DR | P.BB | Fe | Own | Own | Own | O4IH | 175 | a | TX | 91½ | 50½ | 34 | 36x1¾ | 48x2¼ | N |
| 45 | 211 | 5.3 | 134 | 21.0 | 60-3100 | L | C | S | 4-2¼ | 6¼ | CC | No | Car | M | DR | DR | P.BB | Fe | Own | Own | Own | O4IH | 175 | a | TX | 91½ | 50½ | 34 | 36x1¾ | 48x2¼ | N |
| 46 | 196 | 4.6 | 124 | 27.3 | 48-2800 | L | G | A | 3-2¼ | 6⅛ | CC | No | Car | M | DR | DR | P.BB | Lo | Own | Own | Own | O4IH | 187 | a | TX | 88⅝ | 52⅜ | 37⅞ | 39x2 | 48x2½ | N |
| 47 | 211 | 5.2 | 134 | 31.5 | 60-3100 | L | C | S | 4-2¼ | 6¼ | CC | No | Car | M | DR | DR | P.BB | Lo | Own | Own | Own | O4IH | 187 | a | TX | 88⅝ | 52⅜ | 37⅞ | 39x2 | 48x2½ | N |
| 48 | 208 | 5.1 | 132 | 27.3 | 63-3200 | L | C | S | 7-2¾ | 10 11/16 | CC | Ha | Zen | M | DR | DR | P.BB | Fe | Own | Own | Ha | O4IH | 305 | a | TX | 119 5/16 | 62¾ | 34 | 40x2½ | 56x3 | N |
| 49 | 217 | 5.8 | 144 | 25.3 | 75-3200 | L | C | S | 4-2¼ | 6¼ | CC | Ha | Car | M | DR | DR | P.BB | Fe | Own | Own | Own | O4IH | 229 | a | TX | 145 | 84 11/16 | 38 5/16 | 39x2 | 48x2½ | ½ |
| 50 | 309 | 4.7 | 200 | 31.5 | 96-3000 | L | G | S | 7-2⅝ | 11¾ | CC | Ha | Zen | M | DR | DR | P.BB | Lo | Own | Own | Jac | O4IH | 350 | a | CD | 124 11/16 | 69¾ | 33 11/16 | 42x3 | 56½x3½ | ½ |
| 51 | 241 | 5.3 | 167 | 39.2 | 78-3000 | L | C | S | 7-2 7/16 | 11 | CC | KP | Zen | V | NE | NE | P.BB | Lo | Own | Own | Ha | O4IH | 382 | p | TX | 82¼ | 54¾ | 34 | 39x2½ | 45x3 | N |
| 52 | 309 | 4.7 | 200 | 21.0 | 96-3000 | L | G | S | 7-2⅝ | 11¾ | CC | Ha | Ste | M | DR | DR | P.BB | Fe | Own | Own | Jac | O41HV | 416 | a | CD | 149 11/16 | 89¼ | 34 | 42x3 | 56x3½ | ½ |
| 53 | 384 | 5.0 | 262 | 25 3 | 115-3000 | L | G | S | 9-2¾ | 13 | CC | Ha | Str | M | DR | DR | P.BB | Fe | Own | Own | Jac | BWs41A | 650 | a | CD | 149 11/16 | 89¼ | 34 5/16 | 42x3 | 56x3½ | ½ |
| 54 | 214 | 5.0 | 135 | 27.3 | 61-3000 | L | G | C | 7-2½ | 10 5/16 | FP | No | Zen | M | AL | AL | P.BB | Mo | MM | Cla F208 | Ros | L4IH | 377 | p | FX | 96 | 58¾ | 34 | 39½x2 | 49x2½ | ½ |
| 55 | 226 | 4.0 | 136 | 22 .. | 36-1800 | L | G | C | 3-2⅛ | 7 13/16 | PC | Bu | Zen | E | LN | LN | D.Fu | Ow | Blo | Shu 510 | Ros | W21M | 538 | a | 2I | 110 | 72 | 31 | 46x2½ | 52x2½ | ½ |
| 56 | 241 | 4.5 | 143 | 27.3 | 57-2500 | L | G | C | 4-2⅝ | 8 | PC | Bu | Zen | E | LN | LN | D.Fu | Ow | Blo | Shu 510 | Ros | W21M | 538 | a | 2I | 110 | 72 | 31 | 46x2½ | 52x2½ | ½ |
| 57 | 263 | 4.2 | 156 | 25.6 | 43-2000 | L | G | C | 3-2⅛ | 9 1/16 | PC | Bu | Zen | E | LN | LN | D.Fu | Ow | Blo | Shu 510 | Ros | W21M | 538 | a | CX | 144 | 88 | 31 | 46x2½ | 52x2½ | ½ |
| 58 | 331 | 4.5 | 200 | 33.7 | 73-2400 | L | G | C | 4-2½ | 9 | PC | Bu | Zen | E | LN | LN | D.Fu | Ow | Blo | Shu 510 | Ros | W21M | 538 | a | CX | 144 | 88 | 31 | 46x2½ | 52x2½ | ½ |
| 59 | 312 | 4.0 | 174 | 28.9 | 49-1900 | L | G | C | 3-2⅝ | 10 1/16 | PS | No | Zen | E | LN | LN | D.Fu | Ow | Blo | Shu 5550 | Ros | W21M | 538 | a | CX | 192 | 104 | 31 | 46x2½ | 54x3 | ½ |
| 60 | 331 | 4.5 | 200 | 33.7 | 73-2400 | L | G | C | 4-2½ | 9 | PC | Bu | Zen | E | LN | LN | D.Fu | Ow | Blo | Shu 5550 | Ros | W21MV | 538 | a | CX | 192 | 104 | 31 | 46x2½ | 54x3 | ½ |
| 61 | 381 | 4.1 | 222 | 32.4 | 50-1400 | L | G | C | 3-2⅜ | 9 3/16 | PC | Bu | Zen | E | LN | LN | D.Fu | Ow | Blo | Shu 5550 | Ros | W21MV | 503 | a | CX | 168 | 98 | 31 | 45x3 | 54x3 | ½ |
| 62 | 386 | 4.3 | 230 | 38.4 | 78-2300 | L | G | C | 4-2½ | 9⅞ | PC | Bu | Zen | E | LN | LN | D.Fu | Ow | Blo | Shu 5550 | Ros | W21MV | 503 | a | CX | 168 | 98 | 31 | 45x3 | 54x3 | ½ |
| 63 | 411 | 4.7 | 280 | 40.8 | 83-2100 | L | G | C | 4-2½ | 9⅞ | PC | Bu | Zen | E | LN | LN | D.Fu | Ow | Blo | Shu 615 | Ros | W21MV | 503 | a | CX | 223 | 121 | 31 | 45x3 | 54x4 | ½ |
| 64 | 510 | 3.9 | 302 | 40.0 | 61-1400 | L | G | C | 3-2⅝ | 12 1/16 | PC | Bu | Zen | E | LN | LN | D.Fu | Ow | Blo | Shu 615 | Ros | W21MV | 503 | a | CX | 216 | 130 | 36 | 45x3 | 54x4 | ½ |
| 65 | 572 | 4.3 | 358 | 48.6 | 114-1900 | L | G | C | 4-3 | 10 5/16 | PC | Bu | Zen | E | LN | LN | D.Fu | Ow | Blo | Shu 650 | Ros | W21M | 538 | a | CX | 156 | 108 | 36 | 48x3 | 54x4 | ½ |
| 66 | 226 | 4.5 | 136 | 22.5 | 37-1800 | L | G | C | 3-3 | 8 | PS | No | Zen | V | AL | AL | D.BL | Mo | Cle | Shu 5410 | Ros | T2IM | 326 | . . . | 2I | Opt | 69 | 34 | 39x2½ | 50x2½ | N |
| 67 | 241 | 4.5 | 150 | 27.3 | 57-2500 | L | G | C | 4-2 11/16 | 8 1/16 | FP | No | Zen | V | AL | AL | D.BL | Mo | Cle | Shu 5410 | Ros | T2IM | 326 | . . . | 2I | Opt | 63 | 34 | 39x2½ | 50x2½ | N |
| 68 | 330 | 4.5 | 213 | 33.7 | 61-2100 | L | G | C | 4-2⅝ r | 10 5/16 | FP | No | Str | V | AL | AL | D.BL | Mo | Cle | Shu 5510 | Ros | L4IHV | 665 | a | TD | Opt | 80 | 34 | 39x2½ | 50x2½ | N |
| 69 | 312 | 4.5 | 174 | 28.9 | 57-2100 | L | G | C | 3-3 1/16 r | 10 5/16 | PS | No | Zen | V | EI | AL | D.BL | Mo | Cle | Shu 5550 | Ros | T2IM | 495 | a | 2 | Opt | 86 | 34 | 39x2½ | 52x3 | N |
| 70 | 312 | 4.5 | 174 | 28.9 | 57-2100 | L | G | C | 3-2⅝ | 10 5/16 | PS | No | Zen | V | EI | AL | D.BL | Lo | Pet | Own ECZ | Wo | OP4M | 100 | a | TX | Opt | 81 | 39 5/16 | 44x3 | 44x3 | ½ |
| 71 | 428 | 4.5 | 280 | 45.9 | 102-2400 | L | G | C | 7-3r | 9 5/16 | FP | No | Zen | M | AL | AL | D.BL | Mo | Cle | Shu 5550 | Ros | L4IHV | 775 | a | TD | Opt | 80 | 34 | 39x2½ | 52x3 | ½ |
| 72 | 525 | 4.5 | 348 | 48.6 | 111-2200 | L | G | C | 7-3 | 11½ | PS | Mo | Str | P | AL | AL | D.BL | Yo | Pet | Shu 637 | Ros | L4IHV | 855 | a | TD | Opt | 80 | 34 | 39½x3 | 52x3½ | ½ |
| 73 | 572 | 4.5 | 358 | 48.6 | 105-2200 | L | G | C | 4-3 | 10 5/16 | FP | Mo | Str | V | AL | AL | D.BL | Mo | Cle | Shu 655 | Ros | T2IA | 495 | a | . . . | . . . | . . . | 34 | 42x3 | 56x4 | N |
| 74 | 200 | 4.7 | 126 | 24.0 | 50-2700 | L | C | A | 3-2⅛ | 5 7/16 | CC | KP | Zen | M | DR | DR | P.BB | Lo | Cle | Cla F212 | Ge | L4IH | 200 | a | TX | 103 | 51½ | 34 | 38½x2¼ | 50x2½ | N |
| 75 | 200 | 4.7 | 126 | 24.0 | 50-2700 | L | C | A | 3-2⅛ | 5 7/16 | CC | No | Zen | M | DR | DR | P.BB | Lo | Cle | Cla F212 | Ge | L4IH | 191 | P | TX | 103 | 51½ | 34 | 38½x2¼ | 50x2½ | N |
| 76 | 215 | 4.9 | 142 | 27.3 | 72-3400 | L | C | A | 4-2⅜ | 6⅜ | CC | No | Zen | M | DR | DR | P.BB | Lo | Cle | Cla F212 | Ge | L4IH | 191 | P | TX | 103 | 51½ | 34 | 38½x2¼ | 50x2½ | ½ |
| 77 | 248 | 5.0 | 150 | 27.3 | 64-2600 | L | C | A | 7-2⅝ | 10 5/16 | CC | KP | Zen | M | DR | DR | P.BB | Lo | Cle | Tim 11704H | Ge | L4IH | 247 | P | TI | 95 | 51 | 34 | 38x2¼ | 50x2½ | ½ |
| 78 | 248 | 5.0 | 150 | 27.3 | 64-2600 | L | C | A | 7-2⅝ | 10 5/16 | CC | KP | Zen | M | DR | DR | P.BB | Lo | Cle | Tim 31020H | Ge | L4IH | 269 | P | TI | 95 | 51 | 34 | 38x2¼ | 50x2½ | ½ |
| 79 | 215 | 4.9 | 142 | 27.3 | 72-3400 | L | C | A | 4-2⅜ | 6⅜ | CC | No | Zen | M | DR | DR | P.BB | Lo | Cle | Tim 31020H | Ge | L4IH | 269 | P | TI | 95 | 51 | 34 | 38x2¼ | 50x2½ | ½ |
| 80 | 248 | 5.0 | 150 | 27.3 | 64-2600 | L | C | A | 7-2⅝ | 10 5/16 | CC | KP | Zen | V | DR | DR | P.BB | Lo | PS | Cla F304 | Ros | L4IH | 270 | a | TI | 119 | 71 | 34 | 40x2¼ | 52x3 | ½ |
| 81 | 248 | 5.0 | 150 | 27.3 | 64-2600 | L | C | A | 7-2⅝ | 10 5/16 | CC | KP | Zen | V | DR | DR | P.BB | Lo | PS | Cla F304 | Ros | L4IHV | 379 | a | TI | 119 | 71 | 34 | 40x2¼ | 51¾x3 | ½ |
| 82 | 248 | 5.0 | 150 | 27.3 | 64-2600 | L | C | A | 7-2⅝ | 10 5/16 | CC | KP | Zen | V | DR | DR | P.BB | Lo | PS | Cla F304 | Ros | L4IHV | 379 | a | TI | 119 | 71 | 34 | 40x2¼ | 51¾x3 | ½ |
| 83 | 251 | 4.1 | 162 | 25.6 | 50-2000 | L | G | C | 3-2⅜ | 7½ | CC | Wa | Zen | V | DR | DR | P.BB | Lo | PS | Own 7720 | Ros | L4IH | 337 | a | TI | 119 | 71 | 34 | 38x2½ | 52x3 | ½ |
| 84 | 251 | 4.1 | 162 | 25.6 | 50-2000 | L | G | C | 3-2⅜ | 7½ | CC | Wa | Zen | V | DR | DR | P.BB | Lo | PS | Own 7720 | Ros | L4IHV | 379 | a | TI | 119 | 71 | 34 | 38x2½ | 51¾x3 | ½ |
| 85 | 311 | 4.2 | 196 | 38.4 | 75-2200 | H | C | C | 7-2¾ | 13 5/16 | FP | KP | Zen | M | DR | DR | P.BB | Lo | PS | Own 7738 | Ros | L4IHV | 379 | a | TI | 117 | 79 | 34 | 42x2½ | 54x3 | ½ |
| 86 | 311 | 4.2 | 196 | 38.4 | 75-2200 | H | C | C | 7-2¾ | 13 5/16 | FP | KP | Zen | M | DR | DR | P.BB | Lo | PS | Own 7738 | Ros | L4IHV | 379 | a | TI | 117 | 79 | 34 | 42x2½ | 54x3 | ½ |
| 87 | 288 | 4.6 | 181 | 32.6 | 73-2600 | L | G | C | 7-2⅝ | 11 11/16 | CC | KP | Zen | M | DR | DR | P.BB | Lo | PS | Cla F304 | Ros | L4IH | 270 | a | TI | 113 | 71 | 34 | 40x2¼ | 52x3 | ½ |
| 88 | 288 | 4.6 | 181 | 32.6 | 73-2600 | L | G | C | 7-2⅝ | 11 11/16 | CC | KP | Zen | M | DR | DR | P.BB | Lo | PS | Cla F318 | Ros | L4IHV | 379 | a | TI | 113 | 71 | 34 | 40x2¼ | 52x3 | ½ |
| 89 | 288 | 4.6 | 181 | 32.6 | 73-2600 | L | G | C | 7-2⅝ | 11 11/16 | CC | KP | Zen | M | DR | DR | P.BB | Lo | PS | Cla F318 | Ros | L4IHV | 379 | a | TI | 113 | 71 | 34 | 40x2¼ | 52x3 | ½ |
| 90 | 381 | 4.2 | 237 | 40.8 | 85-2200 | H | C | C | 7-2¾ | 13 5/16 | FP | KP | Zen | M | DR | DR | P.BB | Lo | Spi | Own 7720 | Ros | L4IHV | 465 | a | TD | 117 | 79 | 34 | 42x2½ | 54x3 | ½ |
| 91 | 428 | 4.2 | 268 | 45.9 | 100-2200 | H | C | C | 7-2¾ | 13 5/16 | FP | KP | Zen | M | DR | DR | P.BB | Lo | Spi | Tim 36020H | Ha | L4IHV | 513 | a | TD | 162 | 102 | 34 | 42x3 | 56x3½ | ½ |
| 92 | 428 | 4.2 | 268 | 45.9 | 100-2200 | H | C | C | 7-2¾ | 13 5/16 | FP | KP | Zen | M | DR | DR | P.BB | Lo | Spi | Tim 36020W | Ha | W4IA | 623 | a | TD | 162 | 102 | 34 | 42x3 | 56x3½ | ½ |
| 93 | 447 | 3.7 | 288 | 40.0 | 61-1350 | L | G | C | 3-2⅝ | 11 | FP | Pe | Zen | V | AB | DR | P.BB | Lo | PS | Own 5008 | Ge | T2IMV | 568 | a | RI | 151 | 87 | 38 | 44x3 | 56x3½ | ½ |
| 94 | 428 | 4.2 | 268 | 45.9 | 100-2200 | H | C | C | 7-2¾ | 13 5/16 | FP | KP | Zen | M | DR | DR | P.BB | Lo | PS | Own 5008 | Ros | T2IMV | 458 | a | RI | 151 | 87 | 38 | 44x3 | 56x3½ | ½ |
| 95 | 200 | 4.7 | 126 | 24.0 | 49-2800 | L | C | A | 3-2⅛ | 5 7/16 | FP | No | Zen | M | AL | AL | P.Lo | Lo | Spi | Sal F | Ros | L4IH | 257 | a | TX | 84 | 47½ | 32 | 40x2 | 54x2½ | N |
| 96 | 227 | 4.6 | 152 | 26.8 | 52-2400 | L | C | A | 3-2⅛ | 5 7/16 | FP | No | Zen | M | AL | AL | P.Lo | Lo | Spi | Tim 11703H | Ros | L4IH | 225 | a | TX | 88 | 54½ | 32 | 40x2 | 54x2½ | N |
| 97 | 214 | 5.0 | 138 | 27.3 | 61-3000 | L | C | A | 7-2⅛ | 9 11/16 | FP | No | Zen | M | AL | AL | P.BL | Lo | Spi | Tim 30000H | Ros | L4IH | 259 | a | TX | 108 | 60½ | 32 | 40x2 | 54x2½ | N |
| 98 | 214 | 5.0 | 138 | 27.3 | 61-3000 | L | C | A | 7-2⅛ | 9 11/16 | FP | No | Zen | M | AL | AL | P.BL | Lo | Spi | Tim 11703H | Ros | L4IH | 380 | a | TX | 106 | 68½ | 32 | 40x2 | 54x2½ | N |
| 99 | 248 | 5.0 | 150 | 27.3 | 66-3200 | L | C | A | 7-2⅝ | 10 5/16 | FP | No | Zen | M | AL | AL | P.BL | Lo | Spi | Tim 31000H | Ros | L4IH | 380 | a | TX | 130 | 80½ | 32 | 40x2 | 54x3 | N |
| 100 | 311 | 4.1 | 196 | 38.4 | 73-2400 | H | C | C | 7-2¾ | 13 5/16 | FP | Ha | Zen | M | DR | DR | P.BL | Lo | Spi | Tim 33000H | Ros | L4IH | 577 | a | TX | 120 | 74 | 34 | 43x2½ | 54x3 | ½ |
| 101 | 288 | 4.1 | 180 | 32.6 | 73-2700 | L | C | C | 7-2⅝ | 12 5/16 | FP | Ha | Zen | M | DR | DR | D.BL | Lo | Spi | Tim 33000H | Ros | L4IH | 660 | a | CD | 120 | 74 | 34 | 43x2½ | 54x3 | ½ |
| 102 | 311 | 4.1 | 196 | 38.4 | 73-2400 | H | C | C | 7-2¾ | 13 5/16 | FP | Ha | Zen | M | DR | DR | D.BL | Lo | Spi | Tim 33000H | Ros | L4IH | 660 | a | CD | 144 | 79 | 32 | 43x2½ | 54x3 | ½ |
| 103 | 339 | 4.1 | 212 | 38.4 | 80-2400 | H | C | C | 7-2¾ | 13 5/16 | FP | Ha | Zen | M | DR | DR | D.BL | Lo | Spi | Tim 35100Tw | Ros | W41A | 768 | a | CD | 126 | 69 | 32 | 43x2½ | 54x3 | ½ |
| 104 | 428 | 4.1 | 268 | 45.9 | 100-2600 | H | C | C | 7-2¾ | 13 5/16 | FP | Ha | Zen | M | DR | DR | D.BL | Lo | Spi | Tim 35100Tw | Ros | W41A | 768 | a | CD | 144 | 94 | 38 | 46x3 | 54x4 | ½ |
| 105 | 428 | 4.1 | 268 | 24.0 | 100-2600 | H | C | C | 7-2¾ | 13 5/16 | FP | Ha | Zen | M | DR | DR | D.BL | Lo | Spi | Tim 27450Tw | Ros | W41A | 820 | a | CD | 144 | 94 | 38 | 46x3 | 54x4 | ½ |
| 106 | 200 | 4.6 | 128 | 24.0 | 50-2800 | L | G | A | 3-2 | 7 | PS | No | Zen | P | Ow | Ow | P.Ow | Ow | Spi | Own | Own | O41M | 186 | a | 4I | . . . | 25⅞ | . . . | 31 1/16x1¾ | 44⅝x2¼ | N |
| 107 | 200 | 4.6 | 128 | 24.0 | 50-2800 | L | G | A | 3-2 | 7 | PS | No | Zen | P | Ow | Ow | P.Lo | Ow | Spi | Own | Own | O41M | 475 | a | 2I | 94⅛ | 51 1/16 | 38 1/16 | 33x2¼ | 50x2½ | O |
| 108 | 200 | 4.6 | 128 | 24.0 | 50-2800 | L | G | A | 3-2 | 7 | PS | No | Zen | P | Ow | Ow | P.Lo | Ow | Spi | Own | Own | O41M | 475 | a | 2I | 120½ | 76 11/16 | 38 1/16 | 33x2¼ | 50x2½ | O |
| 109 | 251 | 4.5 | 160 | 25.6 | 50-2000 | H | G | C | 3-2 1/16 r | 8 | PC | No | Zen | V | AL | AL | D.DG | Pe | Blo | Own H | Ros | O4M | 238 | G | 2I | 112 | 81 | 36 | 42¾x2½ | 52¾x2½ | ½ |
| 110 | 315 | 4.5 | 200 | 33.7 | 72-2500 | L | G | C | 7-2⅝ | 12 5/16 | PC | Wa | Zen | V | NE | NE | D.BL | Pe | Blo | Own H | Ros | O4XM | 252 | G | 2I | 115½ | 81½ | 36 | 42¾x2½ | 52¾

| Line Number | MAKE AND MODEL | GENERAL (See Keynote) | | | | | | TIRE SIZE | | MAJOR UNITS | | | | | | | | | FRAME | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | ENGINE | | TRANSMISSION | | REAR AXLE | | | GEAR RATIOS | | | |
| | | Tonnage Rating | Chassis Price | Standard Wheelbase | Max. W. B. Furnished | Gross Vehicle Weight | Chassis Wt. (Stripped) | Front | Rear | Make and Model | No. of Cylinders Bore and Stroke | Make and Model | Location and Forward Speeds | Aux. Location and Speeds | Make and Model | Gear and Type | Drive and Torque | In High | In Low | Side Rail Dimensions | Type |
| 1 | Garford 80Z | 4 | 5330 | 175 | 192 | 24000 | 8400 | S36x6 | S36x14 | Bud BA6 | 6-4 1/8 x5 1/8 | BL 60-Max | A 7 | No | Tim 66700 | WF | R | 10.3 | 98.2 | 8x3 1/2 x 1/4 | C |
| 2 | (concluded) 100Z | 5 | 5830 | 175 | 192 | 30000 | 9600 | S36x6 | S40x14 | Bud BA6 | 6-4 1/8 x5 1/8 | BL 60-Max | A 7 | No | Tim 68700 | WF | R | 10.1 | 95.0 | 8x3 1/2 x 1/4 | P |
| 3 | General Mot. (6) T15 | 1/2-1 1/2 | 645 | 130 | 141 | 6500 | 2625 | B5.50/20 | B5.50/20 | Own 200 | 6-3 1/8 x3 7/8 | Own | U 3 | No | Own | S 1/2 | H | 4.86 | 16.1 | 6x2 1/4 x 1/4 | TL |
| 4 | T18 | 1 1/2-2 | 595 | 131 | 157 | 8200 | 2785 | P30x5 | P32x6 | Own 200 | 6-3 1/8 x3 7/8 | Own | U 4 | No | Own | S 1/2 | U | 5.43 | 35.7 | 6x2 1/4 x 1/4 | TL |
| 5 | T19 | 1 1/2-2 1/2 | 745 | 130 | 164 | 10000 | 3110 | B5.50/20 | P32x6 | Own 200 | 6-3 1/8 x3 7/8 | Own | U 4 | Op | Own | SF | H | 6.2 | 40.7 | 6x2 1/4 x 1/4 | TL |
| 6 | T25 | 1 1/2-2 | 1200 | 130 | 152 | 9000 | 3375 | B6.00/20 | B7.50/20 | Buick | 6-3 1/8 x4 5/8 | Own | U 4 | No | Own | S 1/2 | H | 5.83 | 29.6 | 6x2 1/4 x 1/4 | TL |
| 7 | T23 | 2-3 | 745 | 131 | 157 | 10000 | 3080 | B6.50/20 | DB6.50/20 | Own 200 | 6-3 1/8 x3 7/8 | Own | U 4 | No | Own | SF | H | 6.2 | 40.7 | 6x2 1/4 x 1/4 | TL |
| 8 | T26 | 2-3 | 1210 | 130 | 164 | 11000 | 3685 | B6.50/20 | B8.25/20 | Own 257 | 6-3 1/8 x4 5/8 | Own | U 4 | No | Own | SF | H | 5.67 | 35.7 | 6 1/8 x2 1/4 x 1/4 | TL |
| 9 | T30 | 2-3 | 1545 | 141 | 164 | 12500 | 4490 | P30x5 | DP30x5 | Buick | 6-3 1/8 x4 5/8 | Own | U 4 | No | Own | S 1/2 | H | 5.63 | 28.6 | 6 1/8 x3x 1/2 | TL |
| 10 | T31 | 2 1/2-4 | 1695 | 141 | 181 | 14000 | 4695 | P32x6 | DP32x6 | Own 257 | 6-3 1/8 x4 5/8 | Own | U 4 | No | Own | SF | H | 5.63 | 35.5 | 6 1/8 x3x 1/2 | TL |
| 11 | T42 | 2 1/2-4 | 1845 | 141 | 181 | 15000 | 4725 | P32x6 | DP32x6 | Buick | 6-3 1/8 x4 5/8 | Own | U 4 | No | Own | S 1/2 | H | 6.57 | 33.4 | 6 1/8 x3x 1/2 | TL |
| 12 | T44 | 3-4 1/2 | 2065 | 141 | 181 | 16000 | 5095 | P34x7 | DP34x7 | Buick | 6-3 1/8 x4 5/8 | Own | U 4 | No | Own | 2 1/2 | R | 8.05 | 40.9 | 6 1/8 x3x 1/2 | TL |
| 13 | T45 | 3-4 1/2 | 1865 | 141 | 181 | 16000 | 4910 | P32x6 | DP32x | Own 257 | 6-3 1/8 x4 5/8 | Own | U 4 | No | Own | SF | R | 6.57 | 41.4 | 6 1/8 x3x 1/2 | TL |
| 14 | T51 | 4-5 1/2 | 2465 | 155 | 200 | 19000 | 5955 | P34x7 | DP34x7 | Own 331 | 6-3 3/4 x5 | Own | U 4 | No | Own | SF | R | 6.57 | 40.6 | 9x3 1/2 x 1/2 | TL |
| 15 | T60 | 5-6 1/2 | 3035 | 154 | 200 | 22000 | 6925 | P34x7 | DP34x7 | Buick | 6-3 3/4 x5 | Own | U 4 | Op | Own | WF | R | 8.50 | 52.5 | 9x3 1/2 x 1/2 | TL |
| 16 | T61 | 5-6 1/2 | 3695 | 154 | 200 | 22000 | 7305 | B9.00/20 | DB9.00/20 | Own 400 | 6-4 1/8 x5 | Own | U 5 | Op | Own | WF | R | 8.50 | 69.9 | 9x3 1/2 x 1/2 | TL |
| 17 | T82 | 5-7 | 3795 | 155 | 201 | 24000 | 7500 | B9.00/20 | DB9.00/20 | Own 331 | 6-3 3/4 x5 | Own | U 4 | A 3 | Own | WF | R | 10.2 | 143 | 9x3 1/2 x 1/2 | TL |
| 18 | T83 | 5-7 1/2 | 4190 | 155 | 201 | 25000 | 7690 | B9.00/20 | DB9.00/20 | Own 400 | 6-4 1/8 x5 | Own | U 5 | Op | Own | WF | R | 9.00 | 74.0 | 9x3 1/2 x 1/2 | TL |
| 19 | T85 | 6-8 | 5600 | 171 | 204 | 30000 | 10630 | B9.75/20 | DB9.75/20 | Own 525 | 6-4 1/2 x5 1/2 | Own | U 4 | Op | Own | 2F | R | 8.50 | 53.3 | 9 1/8 x4 1/4 | L |
| 20 | T110 | 8-12 | 8110 | 171 | 204 | 40000 | 12800 | B10.50/24 | DB10.50/24 | Own 616 | 6-4 1/2 x5 1/2 | Own | U 4 | A 3 | Own | 2F | R | 7.30 | 116 | 9 1/8 x4 1/4 | L |
| 21 | Gramm AX4 | 1-1 1/2 | 795 | 131 | 157 | 8000 | 3350 | B6.50/20 | B6.50/20 | Con W10 | 4-3 1/2 x4 1/2 | WG TA | U 4 | No | Tim 53200H | BF | H | 5.66 | 36.3 | 6x2 3/4 x 1/4 | C |
| 22 | AX6 | 1-1 1/2 | 895 | 131 | 157 | 8000 | 3550 | B6.50/20 | B6.50/20 | Con 25A | 6-3 3/4 x4 | WG T9 | U 4 | No | Tim 53200H | BF | H | 5.66 | 36.3 | 6x2 3/4 x 1/4 | L |
| 23 | BX4 | 1 1/2-2 | 895 | 131 | 210 | 10000 | 3525 | B6.00/20 | DB6.00/20 | Con W10 | 4-3 7/8 x4 1/4 | WG T9 | U 4 | No | Tim 53200H | BF | H | 6.2 | 39.6 | 6x2 3/4 x 1/4 | L |
| 24 | BX6 | 1 1/2-2 | 995 | 131 | 210 | 10000 | 3725 | B6.00/20 | DB6.00/20 | Con 25A | 6-3 3/8 x4 | WG T9 | U 4 | No | Tim 53200H | BF | H | 6.2 | 39.6 | 6x2 3/4 x 1/4 | L |
| 25 | BXF | 1 1/2-2 | 1495 | 131 | 210 | 10000 | 4000 | B6.00/20 | DB6.00/20 | Lyc ASD | 6-3 3/4 x4 1/2 | BL 314 | U 4 | No | Tim 53200 | BF | H | 5.6 | 37 | 6x2 3/4 x 1/4 | L |
| 26 | B | 2-2 1/2 | 1295 | 140 | 196 | 12000 | 4150 | B6.50/20 | DB6.50/20 | Lyc 4SL | 6-3 1/4 x4 1/2 | Co A4J | U 4 | No | Tim 54200H | BF | H | 5.83 | 37.1 | 6x2 1/2 x 1/4 | C |
| 27 | BF | 2-3 | 1695 | 140 | 210 | 12000 | 4300 | B6.50/20 | DB6.50/20 | Lyc A5D | 6-3 3/4 x4 1/2 | BL 314 | U 4 | No | Tim 54200 | BF | H | 5.8 | 37.1 | 6x2 1/2 x 1/4 | C |
| 28 | CX4 | 2-3 | 1095 | 131 | 210 | 12000 | 3950 | B6.50/20 | DB6.50/20 | C n W20 | 4-4 1/8 x4 1/4 | WG T9 | U 4 | No | Tim 54200H | BF | H | 5.8 | 37.0 | 10x2 3/4 x 1/4 | B |
| 29 | CX6 | 2-3 | 1295 | 131 | 210 | 12000 | 4150 | B6.50/20 | DB6.50/20 | Con 16C | 6-3 5/8 x4 5/8 | WG T9 | U 4 | No | Tim 54200H | BF | H | 5.8 | 37.0 | 10x2 3/4 x 1/4 | B |
| 30 | C | 2-3 | 1795 | 160 | 224 | 14000 | 4820 | B7.00/20 | DB7.00/20 | Lyc AS | 6-3 5/8 x4 1/2 | BL 314 | U 4 | No | Tim 54200 H | BF | H | 5.8 | 37.1 | 7x2 1/2 x 1/4 | C |
| 31 | CF | 2-3 1/2 | 1895 | 160 | 224 | 14000 | 4900 | B7.50/20 | DB7.50/20 | Lyc ASD | 6-3 3/4 x4 1/2 | BL 314 | U 4 | No | Tim 54200 | BF | H | 5.8 | 37.1 | 7x2 1/2 x 1/4 | C |
| 32 | CXF | 2-3 1/2 | 2395 | 160 | 224 | 14000 | 5100 | B7.50/20 | DB7.50/20 | Con 20R | 6-4 1/8 x4 3/4 | BL 554 | U 4 | No | Tim 54200 | BF | H | 5.8 | 41.6 | 7x2 1/2 x 1/4 | C |
| 33 | D | 2 1/2-4 | 1995 | 160 | 224 | 17000 | 5100 | B7.50/20 | DB7.50/20 | Lyc ASD | 6-3 3/4 x4 1/2 | BL 314 | U 4 | No | Tim 56200H | BF | H | 6.1 | 39.0 | 7x2 1/2 x 1/4 | C |
| 34 | DF | 2 1/2-4 | 2695 | 160 | 260 | 17000 | 5300 | B7.50/20 | DB7.50/20 | Con 21R | 6-4 3/8 x4 3/4 | BL 554 | U 4 | No | Tim 56200 | BF | H | 6.1 | 43.5 | 7x2 1/2 x 1/4 | C |
| 35 | E330 | 3-4 1/2 | 2595 | 160 | 224 | 20000 | 5950 | B8.25/20 | DB8.25/20 | Lyc TS | 6-3 7/8 x5 | BL 554 | U 4 | No | Tim 58200H | BF | H | 5.5 | 35.6 | 12x2 1/2 x 1/4 | P |
| 36 | ED | 3-4 1/2 | 3995 | 160 | 224 | 20000 | 6100 | B8.25/20 | DB8.25/20 | Cum Die | 4-4 7/8 x6 | BL 554 | U 4 | No | Tim 58200 | BF | H | 5.5 | 35.6 | 12x2 1/2 x 1/4 | P |
| 37 | EY190 | 3 | 3595 | 190 | 190 | 16000 | 6750 | B7.50/20 | DB7.50/20 | Con 20R | 6-4 1/8 x4 3/4 | Co Rus4 | U 4 | No | Tim 58200H | BF | H | 4.5 | 29.1 | 8 3/4 x3 1/4 x 1/4 | L |
| 38 | GY | 4 | 4345 | 190 | 210 | 18000 | 7700 | B8.25/20 | DB8.25/20 | Con 21R | 6-4 3/8 x4 3/4 | Co Rus | U 4 | No | Wis 69317H | 2F | H | 4.3 | 27.9 | 8 3/4 x3 1/4 x 1/4 | L |
| 39 | G | 4-6 | 3695 | 150 | 225 | 24000 | 7950 | B9.00/20 | DB9.00/20 | Con 21R | 6-4 3/8 x4 3/4 | BL 554 | U 4 | No | Wis 1237H | 2F | H | 6.8 | 49.0 | 12x2 1/2 x 1/4 | P |
| 40 | GF | 4-6 | 5500 | 150 | 225 | 24000 | 9050 | B9.75/20 | B9.75/20 | Her HXC | 6-5 1/4 x6 | BL 744 | U 4 | No | Wis 1237H | 2F | H | 4.29 | 15.8 | 12x2 1/2 x 1/4 | P |
| 41 | GW | 5-7 1/2 | 5175 | 157 | 240 | 28000 | 9500 | B9.00/20 | DB9.00/20 | Con 21R | 6-4 3/8 x4 3/4 | BL 554 | U 4 | No | Wis 1627KW | 2F | H | 6.3 | 41.0 | 7 1/2 x3x 1/4 | P |
| 42 | GWD | 5-7 1/2 | 6495 | 157 | 240 | 30000 | 10000 | B9.00/20 | DB9.00/20 | Cum H Die | 6-4 1/2 x6 | BL 744 | U 4 | No | Wis 1737KW | 2F | H | 5.75 | 21.2 | 12x3x 1/4 | P |
| 43 | HY | 5 | 6595 | 210 | 236 | 22000 | 10100 | B9.00/20 | D39.00/20 | Con 16H | 6-4 1/4 x5 3/4 | Fu HU16 | U 4 | No | Wis 12527KW | 2F | H | 4.0 | 25.2 | 8 1/2 x3 1/4 x 1/4 | P |
| 44 | G.-P. 35-6 | 1 1/2-2 | 1535 | 156 | 160 | 12500 | 3800 | B7.00/20 | DB7.00/20 | Lyc WTG | 6-3x4 3/4 | Fu MKU | U 4 | No | Tim 53200H | SF | H | 5.37 | 34.9 | 8x2 1/2 x 1/4 | TL |
| 45 | (7) 45-6 | 2-3 | 2700 | 157 | 161 | 15500 | 4300 | B7.50/20 | DB7.50/20 | Lyc SB | 6-3 3/4 x4 1/2 | Fu MLU | U 4 | No | Tim 54200H | SF | H | 6.35 | 38.0 | 8x3x 1/4 | TL |
| 46 | (7) 55-6 | 3-4 | 3185 | 154 | 191 | 19500 | 5900 | B8.25/20 | DB8.25/20 | Lyc ASD | 6-3 3/4 x4 1/2 | Fu JVU | U 5 | No | Tim 56200H | SF | H | 7.25 | 55.0 | 9x3 1/4 x 1/4 | TL |
| 47 | (7) 65-6 | 3 1/2-5 | 3875 | 158 | 195 | 23500 | 7100 | B9.00/20 | DB9.00/20 | Lyc TS | 6-3 7/8 x5 | Fu VUOG | U 5 | No | Tim 58200H | SF | H | 7.80 | 56.0 | 10x3 1/2 x 1/2 | TL |
| 48 | 75-6 | 4-6 | 4915 | 154 | 191 | 28000 | 7400 | B9.75/20 | DB9.75/20 | Wau SRL | 6-4 3/8 x5 1/8 | Fu VUOG | U 5 | No | Wis 1137H | 2F | H | 7.75 | 65. | 11x3 1/2 x 1/2 | TL |
| 49 | 75-8 | 4-6 | 4860 | 174 | Op | 28000 | 7500 | B9.75/20 | DB9.75/20 | Lyc AEC | 8-3 3/4 x4 3/4 | Fu VUOG | U 5 | No | Wis 1137H | 2F | H | 7.25 | 51.2 | 11x3 1/2 x 1/2 | TL |
| 50 | 85-6 | 5-7 | 6875 | 169 | Op | 28000 | 9200 | B10.50/20 | DB10.50/20 | Wau 6AB | 6-4 1/2 x5 3/4 | Fu MHU | U 4 | A | Wis 1567W | 2F | H | 9.00 | 113. | 12x3 1/2 x 1/2 | TL |
| 51 | 95-6 | 7-10 | 7850 | 159 | 196 | 31000 | 10400 | B10.50/24 | DB10.50/24 | Wau 6RB | 6-5x5 3/4 | Fu MHU | U 4 | A | Wis 19000W | 2F | H | 10.1 | 125. | 14x3 1/2 x 1/2 | TL |
| 52 | (7) 35T-6 | 6 | 1595 | 152 | 172 | 15000 | 4050 | B7.50/20 | DB7.50/20 | Lyc ASD | 6-3 3/4 x4 1/2 | Fu MKU | U 4 | No | Tim 53200H | SF | H | 5.37 | 34.9 | 8x2 1/2 x 1/4 | TL |
| 53 | (7) 45T-6 | 8 | 3185 | 149 | 171 | 19500 | 4425 | B8.25/20 | DB8.25/20 | Lyc TS | 6-3 7/8 x5 | Fu JVUOG | U 5 | No | Tim 54000H | SF | H | 6.35 | 45.2 | 8x2 1/2 x 1/4 | TL |
| 54 | 65T-6 | 10 | 4170 | 162 | 179 | 23500 | 7850 | B9.00/20 | DB9.00/20 | Wau SRL | 6-4 3/8 x5 1/8 | Fu VUOG | U 5 | No | Tim 58200H | SF | R | 7.57 | 55.1 | 10x3x 1/4 | TL |
| 55 | 65T-8 | 10 | 4230 | 162 | 179 | 23000 | 7850 | B9.00/20 | DB9.00/20 | Lyc AEC | 8-3 3/4 x4 3/4 | Fu VUOG | U 5 | No | Tim 58200H | 2F | R | 7.57 | 55.1 | 10x3x 1/4 | TL |
| 56 | 75T-6 | 12 | 5445 | 162 | 179 | 28000 | 8850 | B9.75/20 | DB9.75/20 | Wau SRK | 6-4 3/8 x5 1/8 | Fu VUOG | U 5 | No | Wis 1137W | 2F | R | 8.1 | 56.6 | 11x3x 1/4 | TL |
| 57 | 75T-8 | 12 | 5400 | 162 | 179 | 28000 | 8850 | B9.75/20 | DB9.75/20 | Lyc AED | 8-3 3/4 x4 3/4 | Fu VUOG | U 5 | No | Wis 1137W | 2F | R | 9.0 | 63.7 | 11x3x 1/4 | TL |
| 58 | Hahn-Selden 17 | 1 1/2 | 1500 | 142 | 162 | 7900 | 3750 | P32x6 | P32x6 | Con 18E | 6-3 3/4 x4 | BL 20 | U 4 | No | Tim 52000H | BF | H | 5.8 | 24.1 | 5 5/8 x2 3/4 x 1/2 | C |
| 59 | 317 | 1 1/2 | 1610 | 142 | 162 | 7900 | 3900 | P32x6 | P32x6 | Con 16C | 6-3 3/4 x4 5/8 | BL 35 | U 4 | No | Tim 52000H | BF | R | 5.8 | 24.1 | 5 5/8 x2 3/4 x 1/2 | C |
| 60 | 37 | 2 | 1935 | 151 | 181 | 10000 | 4800 | P32x6 | DP32x6 | Con 16C | 6-3 5/8 x4 5/8 | BL 35 | U 4 | No | Tim 54200H | BF | R | 5.8 | 31. | 5 3/4 x2 3/4 x 1/4 | C |
| 61 | 39 | 2 1/2 | 2920 | 164 | 190 | 13000 | 5800 | P32x6 | DP32x6 | Con 16R | 6-4x4 1/8 | BL 35 | U 4 | No | Tim 56200H | BF | R | 6.1 | 33. | 7x3 1/2 x 1/4 | C |
| 62 | 47B | 3 | 3785 | 151 | 198 | 15500 | 7200 | P34x7 | DP34x7 | Con 18R | 6-4x4 1/2 | BL 51 | U 4 | No | Tim 58000H | BF | R | 6.8 | 37. | 7x3 1/2 x 1/4 | C |
| 63 | 47D | 4 | 4435 | 151 | 198 | 19500 | 7800 | P36x8 | DP36x8 | Con 18R | 6-4x4 1/2 | BL 51 | U 5 | No | Wis 1137H | 2F | R | 7.3 | 43.8 | 7x3 1/2 x 1/4 | P |
| 64 | 67 | 5 | 4975 | 151 | 198 | 23500 | 8700 | P36x8 | DP36x8 | Con 21R | 6-4 3/8 x4 3/4 | BL 55 | A 7 | A | Wis 1537H | 2F | R | 7.1 | 67. | 7x3 1/2 x 1/4 | P |
| 65 | Hendrickson 17S | 2 1/2 | 3350 | Op | Op | 15300 | 6500 | B8.25/20 | DB8.25/20 | Wau MK | 6-4 1/8 x4 3/4 | Fu JVU | U 5 | No | Cla B800 | 2B | R | Opt | Opt | 6x2 1/2 x 1/4 | P |
| 66 | 19S | 3 | 3800 | Op | Op | 19500 | 7000 | B9.00/20 | DB9.00/20 | Wau MK | 6-4 1/8 x4 3/4 | Fu JVU* | U 5 | No | Cla B800 | 2F | R | Opt | Opt | 6x2 1/2 x 1/4 | P |
| 67 | U6-24 | 4 | 5500 | Op | Op | 24000 | 8200 | B9.75/20 | DB9.75/20 | Wau 6SRL | 6-4 3/8 x5 1/8 | BL 60-7 | A 7 | No | Tim 76730 | 2F | R | Opt | Opt | 8x3x 1/4 | P |
| 68 | Hug 23 | 2 | 1785 | 146 | 191 | 12420 | 5620 | B7.00/20 | DB7.00/20 | Bud H298 | 6-3 3/4 x4 1/2 | Fu MLU | U 4 | No | Cla B611 | SF | H | 5.66 | 36. | 6x3x 1/4 | I |
| 69 | 61 | 2 | 3020 | 111 | 111 | 14210 | 5400 | B8.25/20 | DB8.25/20 | BudH298 | 6-3 3/4 x4 1/2 | BL 51-4 | U 4 | No | Wis 6600 | 2F | H | 6.92 | 37. | 6x3x 1/4 | I |
| 70 | 82 | 2 1/2 | 3870 | 128 | 128 | 19300 | 7000 | B9.00/20 | DB9.00/20 | Bud K369 | 6-4 1/4 x4 1/4 | Fu VUOG | U 5 | No | Wis 1237Q | 2F | H | 8.95 | 62. | 7x3 5/8 x 1/4 | I |
| 71 | 42 | 3 | 2175 | 146 | 162 | 15700 | 6500 | B8.25/20 | DB8.25/20 | Bud H298 | 6-3 3/4 x4 1/2 | Fu MLU | U 4 | No | Cla B800 | SF | H | 6.37 | 40.5 | 8x3x 1/4 | I |
| 72 | 418 | 3 | 5070 | 158 | 158 | 19620 | 8500 | B9.75/20 | B12.75/20 | Bud K428 | 6-4 3/8 x4 3/4 | FuMRUAy | U 4 | A 3 | Wis 1237QH | 2F | H | 8.95 | 119 | 8x3x 1/4 | I |
| 73 | 87K | 3 1/2 | 4265 | 128 | 128 | 22400 | 7600 | B9.75/20 | DB9.75/20 | Bud K428 | 6-4 3/8 x4 3/4 | BL 55-7 | A 7 | No | Wis 1237Q | 2F | H | 8.95 | 85. | 7x3 5/8 x 1/4 | I |
| 74 | 43 | 3 1/2 | 3380 | 146 | 201 | 22500 | 7300 | B9.75/20 | DB9.75/20 | Bud K428 | 6-4 3/8 x4 3/4 | Fu VUOG | U 5 | No | Wis 1237QH | 2F | H | 8.95 | 62. | 8x3x 1/4 | I |
| 75 | 87Q | 5 | 5040 | 144 | 144 | 27875 | 8500 | B10.50/20 | DB10.50/20 | Bud K428 | 6-4 3/8 x4 3/4 | Fu MH | A 8 | No | Wis 1737K | 2F | H | 9.16 | 99 | 8x4x 1/4 | I |
| 76 | Indiana 85 | 1 1/2 | 885 | 141 | 169 | 10000 | 3950 | B6.50/20 | DB6.50/20 | Her JXB | 6-3 5/8 x4 1/4 | BL 124 | U 4 | No | Tim 53200H | SF | H | 5.66 | 35.1 | 7 1/8 x2 1/2 x 1/2 | T |
| 77 | 85DR | 1 1/2 | 1190 | 141 | 186 | 11500 | 4200 | B6.50/20 | DB6.50/20 | Her JXB | 6-3 5/8 x4 1/4 | BL 325 | U 5 | No | Wis 4516L | 2F | R | 6.06 | 40.3 | 7 1/8 x2 1/2 x 1/2 | T |
| 78 | 95 | 2 | 1095 | 141 | 186 | 12000 | 4400 | P32x6 | DP32x6 | Her JXC | 6-3 3/4 x4 1/4 | BL 224 | U 4 | No | Tim 54300H | SF | H | 5.85 | 36.2 | 7 1/8 x2 1/2 x 1/2 | T |
| 79 | 95DR | 2-2 1/2 | 1275 | 141 | 186 | 15000 | 4650 | B7.50/20 | DB7.50/20 | Her JXC | 6-3 3/4 x4 1/4 | BL 224 | U 4 | Op | Wis 4916L | 2F | H | 6.66 | 41.2 | 7 1/8 x2 1/2 x 1/2 | T |
| 80 | 105 | 2 1/2 | 1775 | 156 | 200 | 16000 | 5600 | B8.25/20 | DB8.25/20 | Her JXC | 6-3 3/4 x4 1/4 | BL 334 | U 4 | Op | Tim 56200H | SF | H | 7.25 | 48.3 | 8 1/8 x3x 1/4 | T |
| 81 | 106DR | 2 1/2 | 1850 | 156 | 200 | 16000 | 6000 | B7.50/20 | DB7.50/20 | Her WXC | 6-4 x4 1/4 | BL 324 | U 4 | Op | Wis 4916L | 2F | R | 6.06 | 40.3 | 8 1/8 x3x 1/4 | T |
| 82 | 17 | 2 1/2 | 2450 | 170 | 224 | 18000 | 6600 | B8.25/20 | DB8.25/20 | Her YXC | 6-4 3/4 x4 3/4 | BL 334 | U 4 | Op | Tim 58205H | SF | R | 6.14 | 37.8 | 8 1/8 x3x 1/4 | T |
| 83 | 17W | 2 1/2 | 2675 | 170 | 224 | 18000 | 6700 | B8.25/20 | DB8.25/20 | Her YXC | 6-4 3/4 x4 3/4 | BL 334 | U 4 | Op | Tim 65200H | WF | R | 6.20 | 38.1 | 8 1/8 x3x 1/4 | T |
| 84 | 17DR | 3 | 2675 | 170 | 224 | 19000 | 6700 | B8.25/20 | DB8.25/20 | Her YXC | 6-4 3/4 x4 3/4 | BL 334 | U 4 | Op | Wis 70000 | 2F | R | 6.28 | 38.6 | 8 1/8 x3x 1/4 | T |
| 85 | 19DR | 3 1/2 | 3400 | 170 | 224 | 22000 | 8100 | B9.00/20 | DB9.00/2 | Her YXC | 6-4 3/4 x4 3/4 | BL 524 | U 4 | Op | Wis 1237H | 2F | R | 7.2 | 52.3 | 8 1/8 x3x 1/4 | T |
| 86 | 43DR | 4-5 | 4300 | 170 | 224 | 25000 | 8500 | B9.75/20 | DB9.75/20 | Her RXB | 6-4 1/2 x5 1/4 | BL 524 | U 4 | Op | Wis 1627KH | 2F | R | 6.96 | 50.7 | 8 1/8 x3x 1/4 | T |
| 87 | 45DR | 5 | 4800 | 170 | 224 | 25000 | 8700 | B9.75/20 | DB9.75/20 | Her R C | 6-4 3/8 x5 1/4 | BL 534 | U 4 | Op | Wis 1737H | 2F | R | 7.14 | 45.4 | 8 1/4 x3x 3/8 | T |
| 88 | 47DR | 5-7 | 6500 | 188 | 224 | 28000 | 10500 | B10.50/20 | DB10.50/20 | Cum 6H Die | 6-4 7/8 x6 | BL 735 | A 5 | No | Wis 1910W | 2F | R | 7.16 | 45.0 | 8 1/4 x3x 3/8 | T |
| 89 | International M2 | 1 | 850 | 118 | 118 | 7000 | 3180 | B6.50/20 | B6.50/20 | Wau XAH | 4-3 5/8 x4 1/2 | WG T9 | U 4 | No | Own 713 | SF | H | 6.16 | 39.5 | 11 1/2 x3 1/4 x 1/4 | D |
| 90 | (8) A2 | 1 1/2 | 615 | 136 | 160 | 8000 | 2935 | B6.00/20 | B6.00/20 | Wau XAH | 4-3 5/8 x4 1/2 | WG T-9 | U 4 | No | Own 702 | SF | H | 6.16 | 39.5 | 5 5/8 x2 3/4 x 1/4 | T |
| 91 | B2 | 1 1/2 | 665 | 136 | 136 | 8000 | 2945 | B6.00/20 | B6.00/20 | Wau XAH | 4-3 5/8 x4 1/2 | MM "O" | U 3 | No | Own 701 | SF | H | 6.16 | 47.3 | 5 5/8 x2 3/4 x 1/4 | T |
| 92 | A3 | 1 1/2 | 795 | 136 | 160 | 10000 | 3572 | P30x5 | P32x6 | Lyc SAH | 6-3 1/4 x4 1/2 | WG T9 | U 4 | No | Own 710 | SF | H | 5.28 | 33.8 | 7x2 3/4 x 1/2 | T |
| 93 | A3 1/2 | 1 1/2 | 970 | 136 | 160 | 10100 | 3600 | B6.50/20 | DB6.50/20 | Lyc SAH | 6-3 1/4 x4 1/2 | WG T7 | U 4 | No | Own 710 | SF | H | 5.28 | 33.8 | 7x2 3/4 x 1/2 | T |
| 94 | AL3 | 1 1/2 | 895 | 138 | 164 | 10000 | 4032 | B6.00/20 | DB6.00/20 | Lyc 4SLH | 6-3 1/4 x4 1/2 | WG T7 | U 4 | No | Own 800 | SF | H | 6.42 | 46.2 | 9 1/2 x2 1/4 x 1/4 | T |
| 95 | A4 | 2 | 1750 | 145 | 185 | 14200 | 5221 | P32x6 | DP32x6 | Own FBB | 6-3 5/8 x4 1/2 | OwnH-5 | U 5 | No | Own 1000 | SF | H | 6.50 | 47.8 | 7x3 3/4 x 1/4 | T |
| 96 | A5 | 3 | 2350 | 156 | 210 | 17000 | 5895 | P34x7 | DP34x7 | Own FBB | 6-3 5/8 x4 1/2 | OwnH-5 | U 5 | No | Own 10 .2 | SF | H | 8.5 | 76.8 | 8x3 3/4 x 1/4 | T |
| 97 | A6 | 3 | 2675 | 170 | 210 | 19000 | 6120 | B7.50/20 | DP34x7 | Own FBB | 6-3 5/8 x4 1/2 | OwnH-5 | U 5 | No | Own 1150 | 2F | H | 7.16 | 64.7 | 8 1/4 x3 3/4 x 1/4 | T |
| 98 | W2 | 3 1/2 | 3900 | 148 | 200 | 22000 | 8400 | S36x5 | S36x10 | HaS 151 | 4-4 1/4 x5 1/2 | Own H-6 | U 5 | No | Own 1200 | 2F | H | 6.85 | 83.9 | 7x3x 1/4 | T |
| 99 | W3 | 5 | 4850 | 160 | 235 | 28000 | 10125 | S36x6° | S40x12° | HaS 152 | 4-4 1/4 x5 1/2 | OwnH -7 | U 5 | No | Own 1300 | 2F | H | 7.85 | 70.5 | 8x3x 1/4 | T |
| 100 | A7 | 5-7 1/2 | 6200 | 160 | 225 | 36000 | 11590 | B9.75/20 | DB9.75/20 | Own FDB | 6-4 1/2 x5 1/2 | Own H-7 | U 5 | No | Own 1301 | 2F | H | 6.37 | 57.2 | 12 1/8 x3 1/4 x 3/8 | P |
| 101 | A8 | 7 1/2 | 6300 | 160 | 225 | 36000 | 11590 | B9.75/20 | DB9.75/20 | Own FEB | 6-5x5 1/4 | Own H-7 | U 5 | No | Own 1301 | 2F | H | 6.37 | 57.2 | 12 1/8 x3 1/4 x 3/8 | P |
| 102 | Kenworth 86 | 1 1/2-2 | 1120 | 141 | 165 | 10000 | 3400 | B7.00/20 | B7.00/20 | Her JXA | 6-3 5/8 x4 1/4 | BL 214 | U 4 | . . . | Cla B370 | SF | H | 5.4 | 34.6 | 6 1/8 x3x 1/4 | T |
| 103 | 101B | 2-2 1/2 | 2050 | 144 | 186 | 13400 | 4700 | B7.50/20 | DB7.50/20 | Bud H298 | 6-3 3/4 x4 1/2 | BL 234 | U 4 | . . . | Tim 54300H | SF | H | 5.83 | 38.4 | 5 1/4 x3x 1/4 | P |
| 104 | 127 | 2 1/2-3 | 2600 | 154 | 202 | 16300 | 5490 | B8.25/20 | DB8.25/20 | Her WXC | 6-4 x4 1/2 | BL 324 | U 4 | . . . | Tim 56200H | SF | H | 6.16 | 40.7 | 8x2 1/4 x 1/4 | T |
| 105 | 146B | 3-4 | 3300 | 158 | 206 | 19500 | 5960 | B9.00/20 | DB9.00/20 | Bud K393 | 6-4 1/8 x4 3/4 | BL 334 | U 4 | Op | Tim 58205H | SF | H | 6.83 | 43.4 | 8x2 1/4 x 1/4 | T |
| 106 | 166B | 3 1/2-4 | 3850 | 156 | 204 | 20700 | 6890 | B9.00/20 | DB9.00/20 | Bud K393 | 6-4 1/4 x4 3/4 | BL 334 | U 4 | Op | Tim 58205H | SF | H | 6.83 | 43.4 | 7-9x3x 1/4 | T |
| 107 | 166A | 3 1/2-4 | 4330 | 156 | 204 | 20700 | 6890 | B9.00/20 | DB9.00/20 | HaS 147 | 6-4x5 | BL 334 | U 4 | Op | Tim 58205H | SF | H | 6.83 | 43.4 | 7-9x3x 1/4 | T |
| 108 | 186 | 4-5 | 4675 | 155 | 221 | 25600 | 7710 | B9.75/20 | DB9.75/20 | Her YXC2 | 6-4 1/2 x4 3/4 | BL 1554 | U 4 | A 3 | Tim 57520H | 2F | H | 7.33 | 105. | 7-9x3x 1/4 | T |
| 109 | 241 | 5-7 | 5450 | 169 | 221 | 27800 | 9000 | B9.75/20 | DB9.75/20 | Her RXB | 6-4 1/2 x5 1/4 | BL 714 | U 4 | A 3 | Tim 76720W | 2F | H | 7.33 | 85.5 | 7-9x3x 1/4 | T |
| 110 | 241A | 5-7 | 6500 | 169 | 228 | 27800 | 9500 | B9.75/20 | DB9.75/20 | HaS 160 | 6-4 1/2 x5 1/2 | Fu WOBB | U 4 | A 3 | Tim 76720W | 2F | H | 7.33 | 85.5 | 8x3x 1/4 | C |
| 111 | 241B | 5-7 | 6150 | 174 | 228 | 27800 | 9500 | B9.75/20 | DB9.75/20 | Bud GL-6 | 6-4 1/2 x6 | FuMKUBb | U 4 | A 3 | Tim 76720W | 2F | H | 7.33 | 85.5 | 8x3x 1/4 | C |
| 112 | 241C | 5-7 | 7200 | 174 | 228 | 27800 | 10000 | B9.75/20 | DB9.75/20 | HaS 175 | 6-5x6 | BL 714 | U 4 | A 3 | Tim 76720W | 2F | H | 6.38 | 86.5 | 8x3x 1/4 | C |
| 113 | Kleiber 80 | 1 1/2-2 1/2 | 1300 | 140 | 160 | 9300 | 3625 | B6.50/20 | DB6.50/20 | Con 18E | 6-3 3/4 x4 | BL 224 | U 4 | No | Tim 53200H | BF | H | 5.8 | 34.0 | 5 5/8 x3 1/4 x 1/4 | C |
| 114 | 100 | 2-3 1/2 | 1750 | 170 | 180 | 11400 | 4400 | B7.00/20 | DB7.00/20 | Con 16C | 6-3 3/4 x4 5/8 | BL 314 | U 4 | No | Tim 54200H | BF | H | 6.16 | 38.7 | 7 1/2 x3x 1/4 | T |
| 115 | 120 | 2 1/2-4 1/2 | 2350 | 170 | 180 | 13200 | 5150 | B7.50/20 | DB7.50/20 | Con 16R | 6-4x4 1/8 | BL 314 | U 4 | No | Tim 56200H | BF | H | 6.17 | 33.4 | 7 1/2 x3x 1/4 | T |
| 116 | 140 | 3-5 1/2 | 3300 | 180 | 190 | 19500 | 6500 | B9.00

| Line Number | ENGINE DETAILS: Piston Displacement | Compression Ratio | Torque lb. ft. | N.A.C.C. Rated H.P. | Max. Brake H.P. at R.P.M. Given | Valve Arrangement | Camshaft Drive | Piston Material | MAIN BEARINGS: Number and Diameter | MAIN BEARINGS: Length | Oiling System Type | Governor Make | FUEL SYST.: Carburetors Make | FUEL SYST.: Fuel Feed | ELEC-TRICAL: Ignition System Make | ELEC-TRICAL: Generator, Starter Make | Clutch Type and Make | Radiator Make | Universals Make | FRONT AXLE: Make and Model | Steering Gear Make | BRAKES: SERVICE: Make, Location Type, Operation | BRAKES: SERVICE: Lining Area | BRAKES: SERVICE: Drum Material | Hand Type, Location | BODY MOUNTING DATA: Cab to Rear of Frame | BODY MOUNTING DATA: Cab to Rear Axle | BODY MOUNTING DATA: Width of Frame | SPRINGS: Front | SPRINGS: Rear | Auxiliary Type |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 411 | 4.5 | 270 | 40.8 | 83-2100 | L | G | C | 4-2½ | 9¼ | PC | Bu | Zen | V | AL | AL | D.Ow | Lo | Blo | Tim 26450H | Ros | L4IH | 618 | a | FX | 144 | 94½ | 34 | 42x3 | 56x3 | ½ |
| 2 | 411 | 4.5 | 270 | 40.8 | 83-2100 | L | G | C | 4-2½ | 9¼ | PC | Bu | Zen | V | AL | AL | D.Ow | Lo | Blo | Tim 27450H | Ros | L4IH | 568 | a | FX | 144 | 94½ | 34 | 42x3 | 56x4 | ½ |
| 3 | 200 | 4.9 | 127 | 26.3 | 60-3000 | L | C | B | 3-2 | r | 5⅝ | CC | No | Ma | M | DR | DR | P.Ow | Lo | MM | Own | Jac | B4IM | 211 | p | 4I | 87 | 48 | 34 | 38x2 | 50¼x2½ | N |
| 4 | 200 | 5.1 | 132 | 26.3 | 66-3200 | L | C | B | 3-2 | r | 5⅞ | FP | No | Ma | M | DR | DR | P.Ow | Lo | Own | Own | Jac | O4IM | 175 | p | 2I | 85½ | 50¼ | 37 | 36x1¾ | 45x2½ | N |
| 5 | 200 | 5.1 | 132 | 26.3 | 66-3200 | L | C | B | 3-2 | r | 5⅞ | FP | No | Ma | M | DR | DR | P.Ow | Lo | Spl | Own | Jac | B4IM | 290 | a | TX | 87 | 48 | 34 | 38x2 | 50¼x2½ | N |
| 6 | 257 | 4.5 | 185 | 28.3 | 76-2500 | H | G | C | 4-2⅝ | 8⅛ | PC | Ha | Ma | M | DR | DR | dp.Ow | Lo | Spl | Own | Jac | B4IM | 239 | pa | TX | 87 | 48 | 34 | 38x2 | 50¼x2½ | N |
| 7 | 200 | 5.1 | 132 | 26.3 | 66-3200 | L | C | B | 3-2 | r | 5⅞ | FP | No | Ma | M | DR | DR | P.Ow | Lo | Cle | Own | Jac | O4IM | 175 | p | 2I | 85½ | 50¼ | 37 | 36x1¾ | 45x2½ | N |
| 8 | 257 | 4.5 | 185 | 28.3 | 76-2500 | H | G | C | 4-2⅝ | 8⅛ | PC | Ha | Ma | M | DR | DR | dp.Ow | Lo | Spl | Own | Jac | B4IM | 290 | a | TX | 87 | 48 | 34 | 38x2 | 50¼x2½ | N |
| 9 | 257 | 4.5 | 185 | 28.3 | 76-2500 | H | G | C | 4-2⅝ | 8⅛ | PC | Ha | Ma | M | DR | DR | dp.Ow | Lo | Spl | Own | Jac | B4IM | 288 | a | TX | 107 | 59 | 34 | 38x2½ | 50x3 | ½ |
| 10 | 257 | 4.5 | 185 | 28.3 | 76-2500 | H | G | C | 4-2⅝ | 8⅛ | PC | Ha | Ma | M | DR | DR | dp.Ow | Lo | Spl | Own | Jac | B4IM | 345 | a | TX | 107 | 59 | 34 | 38x2½ | 50x3 | ½ |
| 11 | 257 | 4.5 | 185 | 28.3 | 76-2500 | H | G | C | 4-2⅝ | 8⅛ | PC | Ha | Ma | M | DR | DR | dp.Ow | Lo | Spl | Own | Jac | B4IM | 320 | a | TX | 107 | 59 | 34 | 38x2½ | 50x3 | ½ |
| 12 | 257 | 4.5 | 185 | 28.3 | 76-2500 | H | G | C | 4-2⅝ | 8⅛ | PC | Ha | Ma | M | DR | DR | dp.Ow | Lo | Spl | Own | Jac | B4IM | 320 | a | TX | 107 | 59 | 34 | 38x2½ | 50x3 | ½ |
| 13 | 257 | 4.5 | 185 | 28.3 | 76-2500 | H | G | C | 4-2⅝ | 8⅛ | PC | Ha | Ma | M | DR | DR | dp.Ow | Lo | Spl | Own | Jac | B4IM | 345 | a | TX | 107 | 59 | 34 | 38x2½ | 50x3 | ½ |
| 14 | 331 | 4.4 | 230 | 33.7 | 94-2500 | H | G | A | 4-2½ | 8¾ | PC | Ha | Str | M | DR | DR | dp.Ow | Lo | Spl | Own | Jac | B4IMV | 379 | a | TX | 125 | 70 | 34 | 40x3 | 50x3 | ½ |
| 15 | 331 | 4.4 | 230 | 33.7 | 94-2500 | H | G | C | 4-2½ | 8¾ | PC | Ha | Ma | M | DR | DR | dp.Ow | Lo | Spl | Own | Jac | B4IM | 418 | a | TX | 125 | 69¼ | 34 | 40x3 | 54x3 | ½ |
| 16 | 400 | 4.6 | 296 | 40.9 | 110-2300 | H | G | A | 4-2.7 | 8¾ | FP | Ha | Str | M | DR | DR | dp.Ow | Lo | Spl | Own | Jac | B4IMV | 449 | a | TX | 125 | 69¼ | 34 | 40x3 | 54x3 | ½ |
| 17 | 331 | 4.4 | 230 | 33.7 | 94-2500, | H | G | A | 4-2½ | 8¾ | PC | Ha | Str | M | DR | DR | dp.Ow | Lo | Cle | Own | Jac | B4IM | 483 | a | TD | 125 | 70 | 34 | 40x3 | 54x3 | ½ |
| 18 | 400 | 4.6 | 296 | 40.9 | 110-2300 | H | G | A | 4-2.7 | 8¾ | FP | Ha | Str | M | DR | DR | dp.Ow | Lo | Spl | Own | Jac | B4IMV | 557 | a | TX | 125 | 70 | 34 | 40x3 | 54x3 | ½ |
| 19 | 525 | 4.5 | 380 | 48.6 | 128-2100 | H | C | A | 7-2¾ | 14⅜ | FP | Ha | Str | M | DR | DR | dp.Ow | Lo | Spl | Own | Jac | B4IMV | 594 | a | TX | 137 | 82 | 34 | 50x3½ | 54x3 | ½ |
| 20 | 616 | 4.5 | 450 | 57.0 | 149-2100 | H | C | A | 7-2¾ | 14⅜ | FP | Ha | Str | M | DR | DR | dp.Ow | Lo | Spl | Own | Jac | B4IA | 638 | a | TX | 137 | 82 | 34 | 50x3½ | .... | N |
| 21 | 200 | 4.7 | 121 | 24.0 | 50-2800 | L | C | A | 3-2½ | 5⅞ | FP | No | Til | M | AL | AL | D.Jo | Pe | Blo | Tim 30000H | Ros | L4IH | 249 | p | FD | 81½ | 51¾ | 34 | 36x2¼ | 45x2½ | ½ |
| 22 | 214 | 5.3 | 142 | 27.4 | 71-3200 | L | C | A | 4-2⅝ | 6⅜ | FP | No | Til | M | AL | AL | D.Jo | Pe | Blo | Tim 30000H | Ros | L4IH | 249 | p | FD | 81½ | 51¾ | 34 | 36x2¼ | 45x2½ | ½ |
| 23 | 200 | 4.7 | 121 | 24.0 | 50-2800 | L | C | A | 3-2½ | 5⅞ | PC | No | Til | M | AL | AL | D.Jo | Pe | Blo | Tim 30000H | Ros | L4IH | 249 | p | FD | 81¾ | 51½ | 34 | 36x2¼ | 45x2½ | ½ |
| 24 | 214 | 5.3 | 142 | 27.3 | 71-3200 | L | C | A | 4-2⅝ | 6⅜ | PC | No | Til | M | AL | AL | D.Jo | Pe | Blo | Tim 30000H | Ros | L4IH | 249 | p | FD | 81¾ | 51½ | 34 | 36x2¼ | 45x2½ | ½ |
| 25 | 299 | 4.9 | 198 | 33.7 | 85-2800 | L | G | C | 4-2⅝ | 9¼ | PC | No | Til | M | AL | AL | P.BL | Pe | Blo | Tim 30000 | Ros | L4IH | 249 | p | FD | 81¾ | 51½ | 34 | 36x2¼ | 45x2½ | ½ |
| 26 | 224 | 4.7 | 146 | 25.3 | 61-2900 | L | G | C | 4-2⅝ | 8⅛ | PC | Mo | Zen | V | AL | AL | D.Jo | Pe | Blo | Tim 31000H | Ros | L4IH | 260 | p | FD | 94 | 60¾ | 34 | 40x2¼ | 50x2½ | ½ |
| 27 | 299 | 4.9 | 198 | 33.7 | 85-2800 | L | G | C | 4-2⅝ | 9¼ | PC | No | Til | M | AL | AL | P.BL | Pe | Blo | Tim 31000 | Ros | L4IH | 260 | p | FD | 94 | 60¾ | 34 | 40x2¼ | 50x2½ | ½ |
| 28 | 227 | 4.7 | 136 | 27.2 | 55-2400 | L | G | C | 3-2½ | 5⅞ | PC | Mo | Til | M | AL | AL | D.Jo | Pe | Blo | Tim 31000H | Ros | L4IH | 269 | p | FD | 81 | 51¾ | 34 | 36x2¼ | 45x2½ | ½ |
| 29 | 248 | 5.0 | 150 | 27.3 | 70-3000 | L | C | C | 7-2⅜ | 10 | FP | Mo | Til | M | AL | AL | D.Jo | Pe | Blo | Tim 31000H | Ros | L4IH | 260 | p | FD | 81 | 51¾ | 34 | 36x2¼ | 45x2½ | ½ |
| 30 | 278 | 4.7 | 182 | 31.5 | 85-3300 | L | G | A | 4-2⅝ | 9¼ | PC | Mo | Til | M | AL | AL | P.BL | Pe | Blo | Tim 31000H | Ros | L4IH | 260 | p | FD | 120 | 77¼ | 34 | 42x2¼ | 56x3 | ½ |
| 31 | 299 | 4.9 | 198 | 33.7 | 85-2800 | L | G | C | 4-2⅝ | 9¼ | P | No | Til | M | AL | AL | P.BL | Pe | Blo | Tim 31000 | Ros | L4IH | 260 | p | FD | 120 | 77¼ | 34 | 42x2¼ | 56x3 | ½ |
| 32 | 380 | 4.3 | 238 | 40.8 | 88-2400 | H | C | C | 7-2¾ | 13⅛ | PC | No | Zen | M | AL | AL | P.BL | Pe | Blo | Tim 31000 | Ros | L4IH | 260 | p | FD | 120 | 77¼ | 34 | 42x2¼ | 56x3 | ½ |
| 33 | 299 | 4.9 | 198 | 33.7 | 85-2800 | L | G | C | 4-2⅝ | 9¼ | PC | Mo | Til | M | AL | AL | P.BL | Pe | Blo | Tim 33000H | Ros | L4IHV | 330 | a | FD | 120 | 77¼ | 34 | 42x2¼ | 56x3 | ½ |
| 34 | 428 | 4.1 | 268 | 45.9 | 100-2200 | H | C | C | 7-2¾ | 13⅛ | PC | No | Zen | M | AL | AL | P.BL | Pe | Blo | Tim 33000 | Ros | L4IHV | 330 | a | FD | 120 | 77¼ | 34 | 42x2¼ | 56x3 | ½ |
| 35 | 353 | 4.8 | 245 | 36.2 | 98-2700 | L | G | C | 4-2¾ | 10 | PC | Mo | Til | M | AL | AL | D.Jo | Pe | Blo | Tim 33000H | Ros | L4IHV | 375 | a | FD | 127 | 74¼ | 34 | 42x2¼ | 56x3 | ½ |
| 36 | .... | 17. | .... | 38.0 | 83-1800 | H | G | N | .... | .... | P | En | No | M | CI | LN | D.BL | Pe | Blo | Tim 33000 | Ros | L4IHV | 375 | a | FD | 127 | 74¼ | 34 | 42x2¼ | 56x3 | ½ |
| 37 | 380 | 4.3 | 238 | 40.8 | 88-2400 | H | C | C | 7-2¾ | 13⅛ | PC | Mo | Zen | M | AL | AL | D.Jo | Pe | Blo | Eat 423 | Ros | L4IHV | 375 | a | FD | 156 | 90 | 41½ | 44x2½ | 60x3 | ½ |
| 38 | 428 | 4.1 | 268 | 45.9 | 100-2200 | H | C | C | 7-2¾ | 13⅛ | PC | Mo | Zen | M | AL | AL | D.Jo | Pe | Blo | Eat 423 | Ros | L4IHV | 375 | a | FD | 176⅛ | 119⅛ | 41½ | 44x2½ | 60x3 | ½ |
| 39 | 428 | 4.1 | 268 | 45.9 | 100-2200 | H | C | C | 7-2¾ | 13⅛ | PC | Mo | Zen | M | AL | AL | D.BL | Pe | Blo | Tim 35000 | Ros | L4IHV | 466 | a | FD | 98 | 67 | 34 | 42x2½ | 52x3 | ½ |
| 40 | 779 | 4.5 | 505 | 66.2 | 143-1600 | L | G | H | 7-3½ | 17 | PC | No | Til | M | AL | AL | D.BL | Pe | Blo | Tim 35000 | Ros | L4IHV | 466 | a | FD | 98 | 67 | 34 | 42x2½ | 52x3 | ½ |
| 41 | 428 | 4.1 | 268 | 45.9 | 100-2200 | H | C | C | 7-2¾ | 13⅛ | PC | Mo | Zen | M | AL | AL | D.BL | Pe | Blo | Tim 27450 | Ros | W84IA | 576 | a | FD | 128½ | 73¾ | 36 | 46x3 | 58x3½ | ½ |
| 42 | 672 | 17. | 440 | 57.0 | 125-1800 | H | G | N | 7-3¼ | 16½ | P | En | No | M | CI | LN | D.BL | Pe | Blo | Tim 27450 | Ros | W84IA | 576 | a | FD | 128½ | 73½ | 36 | 46x3 | 58x3½ | ½ |
| 43 | 611 | 4.1 | 382 | 54.1 | 127-2300 | L | G | A | 7-3 | 13¼ | PC | Pe | Zen | M | AL | AL | D.Fu | Pe | Blo | Tim 27450 | Ros | W84IA | 576 | a | FD | 198½ | 141½ | 41½ | 44x3 | 60x4 | ½ |
| 44 | 201 | 5.5 | 140 | 21.6 | 63-2900 | L | G | C | 4-2⅜ | 7 | PC | No | Zen | M | AL | AL | P.BB | Ch | MM | Tim 30000H | Ros | L4IH | 268 | a | TX | Opt | 71 | 31 | 40x2½ | 54x3 | ½ |
| 45 | 241 | 5.1 | 160 | 27.3 | 65-2800 | L | G | C | 4-2⅜ | 8⅛ | PC | No | Str | M | AL | AL | D.Fu | Ow | MM | Tim 3000H | Ros | L4IH | 268 | a | TX | Opt | 72 | 31 | 40x2½ | 54x3 | ½ |
| 46 | 298 | 5.1 | 198 | 33.4 | 85-2900 | L | G | C | 4-2⅝ | 9¾ | PC | Mo | Str | M | AL | AL | D.Fu | Ow | MM | Tim 3100H | Ros | L4IH | 342 | a | CD | Opt | 69 | 31 | 40x2½ | 58x3 | ½ |
| 47 | 353 | 4.6 | 252 | 36.5 | 97-2750 | L | G | C | 4-2¾ | 10 | PC | Mo | Str | M | AL | AL | D.Fu | Ow | MM | Tim 33000H | Ros | L4IH | 394 | a | CD | Opt | 73½ | 34 | 40x3 | 58x3½ | ½ |
| 48 | 462 | 4.6 | 300 | 45.9 | 100-2400 | L | G | C | 7-3 | 13⅞ | PC | Wa | Str | M | AL | AL | D.Fu | Ow | MM | Tim 35100H | Ros | L4IH | 493 | a | G CD | Opt | 70 | 34 | 40x3 | 58x3½ | ½ |
| 49 | 420 | 5.2 | 300 | 45.0 | 130-2800 | L | G | C | 5-2¾ | 11½ | PC | Mo | Str | M | AL | AL | D.Fu | Ow | MM | Tim 35100H | Ros | L4IH | 493 | a | G CD | Opt | 86 | 34 | 40x3 | 58x3½ | ½ |
| 50 | 549 | 4.5 | 335 | 48.6 | 100-2000 | L | G | C | 4-3½ | 11⅜ | PC | Wa | Str | M | AL | AL | D.Fu | Ow | MM | Tim27050TW | Ros | B4IM | 566 | a | G CD | Opt | 81 | 34 | 40x3 | 58x4 | ½ |
| 51 | 677 | 4.4 | 460 | 60.0 | 125-2000 | L | G | A | 4-3½ | 11¾ | PC | Wa | Str | M | AL | AL | D.Fu | Ow | MM | Tim27050TW | Ros | B4IM | 547 | a | G CD | Opt | 66 | 34 | 40x3 | 58x4 | ½ |
| 52 | 298 | 5.1 | 198 | 33.5 | 85-2900 | L | G | C | 4-2⅝ | 9⅜ | PC | No | Zen | M | AL | AL | P.BB | Ch | MM | Tim 30000H | Ros | L4IH | 268 | a | TX | Opt | 60 | 31 | 40x2½ | 54x3 | ½ |
| 53 | 353 | 4.6 | 252 | 36.5 | 97-2750 | L | G | C | 4-2¾ | 10 | PC | No | Str | M | AL | AL | D.Fu | Ch | MM | Tim 31000H | Ros | L4IH | 268 | a | FD | Opt | 60 | 31 | 40x2½ | 54x3 | ½ |
| 54 | 462 | 5.1 | 300 | 45.4 | 100-2400 | L | G | C | 7-3 | 13⅞ | PC | No | Str | M | AL | AL | D.Fu | Ch | MM | Tim 33000H | Ros | L4IH | 394 | a | FD | Opt | 66 | 34 | 40x3 | 58x3½ | ½ |
| 55 | 420 | 5.2 | 300 | 45.1 | 130-2800 | L | G | C | 5-2¾ | 11½ | PC | No | Zen | M | AL | AL | D.Fu | Ch | MM | Tim 33000H | Ros | L4IH | 394 | a | FD | Opt | 66 | 34 | 40x3 | 58x3½ | ½ |
| 56 | 517 | 4.5 | 340 | 51.3 | 110-2500 | L | G | C | 5-2¾ | 13⅛ | PC | No | Str | M | AL | AL | D.Fu | Ch | MM | Tim35000TW | Ros | W21M | 574 | a | FD | Opt | 66 | 34 | 40x3 | 58x3½ | ½ |
| 57 | 420 | 5.2 | 300 | 45. | 130-2800 | L | G | C | 5-2¾ | 11½ | PC | No | Zen | M | AL | AL | D.Fu | Ch | MM | Tim35000TW | Ros | W21M | 574 | a | FD | Opt | 66 | 34 | 40x3 | 58x3½ | ½ |
| 58 | 214 | 5.0 | 137 | 27.3 | 66-3000 | L | G | A | 7-2⅛ | 8⅜ | FP | No | Zen | V | AL | AL | D.BL | Ch | Blo | Tim 11703H | Ros | L4IH | 380 | a | TX | 110 | 64½ | 34 | 41x2¼ | 50x2½ | ½ |
| 59 | 248 | 5.0 | 150 | 27.3 | 65-2760 | L | G | C | 7-2⅜ | 10⅛ | FP | No | Str | V | DR | DR | D.BL | Ow | Blo | Tim 11703H | Ros | L4IH | 380 | a | TX | 110 | 64½ | 34 | 41x2¼ | 50x2½ | ½ |
| 60 | 248 | 5.0 | 150 | 27.3 | 65-2760 | L | G | C | 7-2⅜ | 10⅛ | FP | No | Zen | V | AL | AL | D.BL | Ch | Blo | Tim 12703H | Ros | L4IH | 452 | a | TX | 120 | 73½ | 34 | 41x2¼ | 50x2½ | ½ |
| 61 | 311 | 4.1 | 196 | 38.4 | 73-2400 | H | C | N | 7-2¾ | 13⅛ | FP | No | Zen | V | AL | AL | D.BL | Ch | Blo | Tim 14703H | Ros | L4IHV | 578 | a | TD | 120 | 77½ | 34 | 41x2¼ | 50x2½ | ½ |
| 62 | 339 | 4.2 | 212 | 38.4 | 82-2400 | H | C | N | 7-2¾ | 13⅛ | FP | No | Zen | V | AL | AL | D.BL | Ch | Blo | Tim 15733H | Ros | L4IHV | 658 | a | TD | 110 | 71¼ | 34 | 40x2½ | 56x3 | ½ |
| 63 | 339 | 4.2 | 212 | 38.4 | 82-2400 | H | C | N | 7-2¾ | 13⅛ | FP | No | Zen | V | AL | AL | D.BL | Ch | Blo | Tim 15733H | Ros | L4IHV | 768 | a | TD | 110 | 71¼ | 34 | 40x2½ | 56x3 | ½ |
| 64 | 275 | 4.2 | 268 | 45.9 | 100-2400 | H | C | N | 7-2¾ | 13⅛ | FP | No | Zen | V | AL | AL | D.BL | Ch | Blo | Tim 16710H | Ros | 4IHV | 768 | a | TD | 110 | 71¼ | 34 | 40x2½ | 56x3½ | ½ |
| 65 | 381 | 4.6 | 240 | 40.8 | 87-2500 | L | G | C | 7-2⅝ | 12½ | PC | Wa | Zen | M | AL | AL | D.Fu | Ch | Spi | Cla F318 | Ros | L4IHV | 490 | G | TD | Opt | Opt | 34 | 40½x3½ | 50½x3 | N |
| 66 | 381 | 4.6 | 240 | 40.8 | 87-2500 | L | G | C | 7-2⅝ | 12½ | PC | Wa | Zen | M | AL | AL | D.Fu | Ch | Spi | Cla F318 | Ros | L4IHV | 490 | G | TD | Opt | Opt | 34 | 40½x3½ | 50½x3 | N |
| 67 | 381 | 4.6 | 240 | 40.8 | 97-2000 | H | C | C | 7-3 | 13⅞ | PC | Wa | Zen | M | AL | AL | D.BL | Ch | Spi | Tim 27450 | Ros | W84IA | 690 | a | TX | Opt | 34 | 43x3½ | 53x3½ | ½ |
| 68 | 298 | 5.3 | 200 | 33.7 | 80-2800 | L | C | C | 7-3 | 9⅜ | PC | Pe | Zen | M | AL | DR | P.BB | Yo | Blo | Cla F318 | Ros | L4IH | 318 | p | CD | 81 | 61 | 34½ | 41x2½ | 54⅞x3 | ½ |
| 69 | 298 | 5.3 | 200 | 33.7 | 80-2800 | L | C | C | 7-3 | 9⅜ | PC | Pe | Zen | M | AL | DR | D.BL | Yo | Blo | Shu 550-74-S | Ros | W21M | 477 | G | CD | 76 | 52 | 34½ | 41⅞x2½ | 48½x2½ | ½ |
| 70 | 369 | 4.8 | 234 | 39.6 | 99-2800 | L | G | B | 7-3 | 11½ | PC | Pe | Zen | M | AL | DR | D.Fu | Yo | Blo | Shu 610-103 | Ros | W21M | 420 | G | CD | 94¼ | 70 | 34½ | 41⅞x2½ | 48½x3 | ½ |
| 71 | 298 | 5.3 | 200 | 33.7 | 80-2800 | L | C | C | 7-3 | 9⅜ | PC | Pe | Zen | M | AL | DR | P.BB | Yo | Blo | Cla F318 | Ros | L4IH | 322 | p | CD | 81 | 61 | 34½ | 41x2½ | 54⅞x3 | ½ |
| 72 | 428 | 4.8 | 280 | 45.9 | 107-2600 | L | G | B | 7-3 | 11½ | PC | Pe | Zen | M | AL | AL | D.Fu | Yo | Blo | Shu 632-5 | Ros | L4IH | 620 | p G | CD | 115 | 72½ | 34½ | 41⅞x2½ | 54⅞x3 | ¼ |
| 73 | 428 | 4.8 | 280 | 45.9 | 107-2600 | L | G | B | 7-3 | 11½ | PC | Pe | Zen | M | RB | .... | D.BL | Yo | Blo | Shu 610-103 | Ros | W21M | 420 | G | TD | 94¼ | 70¾ | 34½ | 41⅞x2½ | 48½x3 | ½ |
| 74 | 428 | 4.8 | 280 | 45.9 | 107-2600 | L | G | B | 7-3 | 11½ | PC | Pe | Zen | M | AL | AL | D.Fu | Yo | Blo | Shu 632-3 | Ros | L4IH | 620 | p G | CD | 96½ | 64 | 34½ | 41⅞x2½ | 54⅞x3 | ¼ |
| 75 | 428 | 4.8 | 280 | 45.9 | 107-2600 | L | G | B | 7-3 | 11½ | PC | Pe | Zen | M | RB | AL | D.Fu | Yo | Blo | Shu 610-103 | Ros | W21M | 360 | G | TD | 111 | 86½ | 35 | 41⅞x2½ | 48½x3½ | ½ |
| 76 | 263 | 5.0 | 160 | 31.5 | 68-2800 | L | G | C | 7-2½ | 10⅛ | PC | Op | Str | M | AL | AL | P.BL | Yo | Spi | Tim 30020H | Ros | L4IH | 249 | G | TX | 92 | 56 | 34 | 37x2¼ | 54x2½ | N |
| 77 | 263 | 5.0 | 160 | 31.5 | 68-2800 | L | G | C | 7-2½ | 10⅛ | PC | Op | Str | M | AL | AL | P.BL | Yo | Spi | Tim 30020H | Ros | L4IH | 316 | G | TX | 92 | 56 | 34 | 37x2¼ | 54x2½ | ½ |
| 78 | 282 | 5.3 | 176 | 33.7 | 73-2800 | L | G | A | 7-2½ | 10⅛ | PC | No | Str | M | AL | AL | P.BB | Yo | Spi | Tim 31020 | Ros | L4IH | 353 | G | TX | 92 | 56 | 34 | 37x2¼ | 54x2½ | N |
| 79 | 282 | 5.3 | 176 | 33.7 | 73-2800 | L | G | A | 7-2½ | 10⅛ | PC | No | Str | M | AL | AL | P.BB | Yo | Spi | Tim 31020 | Ros | L4IH | 353 | G | TX | 102 | 56 | 34 | 37x2¼ | 54x2½ | ½ |
| 80 | 282 | 5.3 | 176 | 33.7 | 73-2800 | L | G | A | 7-2½ | 10⅛ | PC | Op | Str | M | AL | AL | P.BL | Yo | Spi | Shu 5572 | Ros | L4IHV | 383 | G | TX | 108 | 69 | 34 | 40x2½ | 54x3 | ½ |
| 81 | 339 | 4.7 | 216 | 38.4 | 76-2400 | L | G | A | 7-2⅝ | 13¼ | PC | Ha | Str | M | AL | AL | P.BL | Yo | Spi | Shu 5572 | Ros | L4IHV | 353 | G | CD | 108 | 69 | 34 | 40x2½ | 54x3 | ½ |
| 82 | 428 | 4.4 | 283 | 45.9 | 94-2200 | L | G | A | 7-3 | 14 | PC | Ha | Str | M | AL | AL | P.BL | Yo | Spi | Shu 15582 | Ros | L4IHV | 398 | G | CD | 142 | 83 | 34½ | 40x2½ | 54x3 | ½ |
| 83 | 428 | 4.4 | 283 | 45.9 | 94-2200 | L | G | A | 7-3 | 14 | PC | Ha | Str | M | AL | AL | P.BL | Yo | Spi | Shu 15582 | Ros | L4IHV | 398 | G | CD | 142 | 83 | 34½ | 40x2½ | 54x3 | ½ |
| 84 | 428 | 4.4 | 283 | 45.9 | 94-2200 | L | G | A | 7-3 | 14 | PC | Ha | Str | M | AL | AL | P.BL | Yo | Spi | Shu 15582 | Ros | L4IHV | 398 | G | CD | 142 | 83 | 34½ | 40x2½ | 54x3 | ½ |
| 85 | 428 | 4.4 | 283 | 45.9 | 94-2200 | L | G | A | 7-3 | 14 | PC | Ha | Str | M | AL | AL | P.BL | Yo | Spi | Shu 15582 | Ros | L4IHV | 398 | G | CD | 142 | 83 | 34½ | 40x2½ | 54x3 | ½ |
| 86 | 501 | 4.8 | 330 | 48.6 | 110-2200 | L | G | A | 7-3 | 12½ | PC | Ha | Str | M | AL | AL | P.BL | Yo | Spi | Shu 15592B | Ros | L4IHV | 546 | G | CD | 142 | 83 | 34½ | 40x2½ | 54x3 | ½ |
| 87 | 529 | 4.9 | 350 | 51.3 | 115-2200 | L | G | A | 7-3 | 12½ | PC | Ha | Str | M | AL | AL | P.BL | Yo | Spi | Shu 15592B | Ros | L4IHV | 546 | G | CD | 142 | 83 | 34½ | 40x2½ | 54x3 | ½ |
| 88 | 672 | 17. | 420 | 57.0 | 125-1800 | H | G | N | 7-3¼ | 2½ | CC | En | No | M | CI | LN | dp.BL | Yo | Spi | Shu 1633W | Ros | Ws4IA | 560 | G | CD | 144 | 90 | 34 | 40x3 | 54x3 | ½ |
| 89 | 186 | 4.6 | 124 | 21. | 39-2400 | L | G | C | 3-2 | 6⅜ | FP | No | Zen | V | DR | DR | P.MM | Mo | MM | Own 104 | Ros | B4IM | 217 | Pa | TX | 66⅛ | 35⅛ | 32½ | 40x2 | 46x2½ | ½ |
| 90 | 186 | 4.6 | 124 | 21. | 39-2400 | L | G | C | 3-2 | 6⅜ | FP | No | Zen | V | DR | DR | P.MM | Mo | MM | Own 101 | Ros | B4IM | 212 | P | 2I | 93⅜ | 53⅝ | 32½ | 40x2 | 46x2½ | ½ |
| 91 | 186 | 4.6 | 124 | 21. | 39-2400 | L | G | C | 3-2 | 6⅜ | FP | No | Zen | V | DR | DR | P.MM | Mo | MM | Own 101 | Ros | B4IM | 212 | P | 2I | 93⅜ | 53⅝ | 32½ | 40x2 | 46x2½ | ½ |
| 92 | 224 | 4.7 | 138 | 25.3 | 54-2700 | L | G | A | 4-2⅝ | 8⅛ | PC | No | Zen | M | DR | DR | P.Ro | Mo | MM | Own 105 | Ros | B4IM | 287 | P | 2I | 93⅜ | 53⅝ | 32⅛ | 40x2 | 46x2½ | ½ |
| 93 | 224 | 4.7 | 138 | 25.3 | 54-2700 | L | G | A | 4-2⅝ | 8⅛ | PC | No | Zen | M | DR | DR | P.Ro | Mo | MM | Own 200 | Ros | B4IM | 302 | P | 2I | 93⅜ | 53⅝ | 32⅛ | 40x2¼ | 46x2½ | ½ |
| 94 | 224 | 4.7 | 138 | 25.3 | 54-2700 | L | G | A | 4-2⅝ | 8⅛ | PC | No | Zen | V | DR | DR | P.Ow | Mo | MM | Own 200 | Ros | B4IM | 295 | Pa | 2I | 98⅛ | 55⅝ | 32 | 40x2¼ | 52x2½ | ½ |
| 95 | 279 | 4.6 | 176 | 31.5 | 67-2600 | H | G | C | 7-2½ | 13⅛ | FP | Ha | Zen | M | DR | DR | P.Ow | Mo | MM | Own 251 | Ros | B4IM | 378 | Pa | 2I | 104 | 61½ | 34 | 42x3 | 54x3 | ¼ |
| 96 | 279 | 4.6 | 176 | 31.5 | 67-2600 | H | G | C | 7-2½ | 13⅛ | FP | Ha | Zen | M | DR | DR | P.Ow | Mo | MM | Own 300 | Ros | B4IM | 430 | Pa | 2I | 115 | 72½ | 34 | 42x3 | 56x3 | ¼ |
| 97 | 279 | 4.6 | 176 | 31.5 | 67-2600 | H | G | C | 7-2½ | 13½ | FP | Ha | Zen | M | DR | DR | P.Ow | Mo | MM | Own 300 | Ros | B4IM | 430 | Pa | 2I | 115 | 72½ | 34 | 42x3 | 56x3 | ¼ |
| 98 | 312 | 4.0 | 200 | 28.9 | 59-1800 | H | C | A | 3-2¾ | 8¾ | FP | HS | Zen | V | RB | DR | P.Ow | Ow | Ow | Own 400 | Own | BO4IM | 710 | Pa | 2I | 106½ | 73¼ | 34 | 41½x3 | 56x3½ | ¼ |
| 99 | 390 | 3.8 | 240 | 36.1 | 69-1800 | H | G | C | 4-3 | 8⅜ | FP | HS | Zen | V | RB | DR | P.Ow | Ow | Ow | Own 500 | Own | BO4IM | 794 | Pa | 2I | 120 | 81⅞ | 34 | 44x3 | 58x4 | ¼ |
| 100 | 525 | 4.5 | 312 | 48.6 | 98-1800 | H | G | C | 7-3¼ | 17¾ | FP | Ha | Zen | M | DR | DR | P.Ro | Mo | MM | Own 503 | Ros | 804IMV | 729 | Pa | TD | 106 | 72 | 34 | 48x3 | 56x3 | N |
| 101 | 648 | 4.4 | 415 | 60.0 | 115-1800 | H | G | C | 7-3¼ | 17¾ | FP | Ha | Zen | M | DR | DR | P.Ro | Mo | MM | Own 503 | Ros | 804IMV | 729 | Pa | TD | 106 | 72 | 34 | 48x3 | 56x3 | N |
| 102 | 228 | 4.2 | 150 | 27.3 | 50-2400 | L | G | A | 7-2½ | 10⅛ | FP | No | Zen | M | DR | DR | P.BL | Pe | Spi | Cla F208 | Ros | L4IH | 222 | p | TX | 88 | 60 | 34½ | 40x2¼ | 52x3 | N |
| 103 | 298 | 4.7 | 200 | 33.7 | 80-2800 | L | G | A | 7-3 | 9⅞ | CC | No | Zen | M | DR | DR | P.BL | Pe | Spi | Tim 31000H | Ros | L4IH | 335 | a | FD | 96 | 60 | 34½ | 39x2½ | 52x3 | ½ |
| 104 | 339 | 4.4 | 212 | 38.4 | 76-2400 | L | C | C | 7-2⅝ | 13¼ | FP | No | Zen | M | DR | DR | P.BL | Pe | Spi | Tim 33000H | Ros | L4IH | 335 | a | FD | 110 | 72 | 31½ | 40x2½ | 52x3 | ½ |
| 105 | 393 | 4.9 | 260 | 42.1 | 103-2600 | L | G | C | 7-3 | 11½ | FP | No | Zen | M | DR | DR | P.BL | Pe | Spi | Tim 33000H | Ros | L4IHV | 394 | a | FD | 120 | 72 | 31½ | 40x2½ | 52x3 | ½ |
| 106 | 393 | 4.9 | 260 | 42.1 | 103-2600 | L | G | C | 7-3 | 11½ | FP | No | Zen | M | DR | DR | P.BL | Pe | Spi | Tim 35100H | Ros | L4IHV | 455 | a | FD | 120 | 72 | 33¾ | 42x2½ | 56x3½ | ½ |
| 107 | 377 | 4.9 | 258 | 38.4 | 92-2300 | H | C | A | 4-2⅞ | 11⅜ | FP | No | Zen | M | DR | DR | P.BL | Pe | Spi | Tim 35100H | Ros | L4IHV | 455 | a | FD | 120 | 72 | 33¾ | 42x2½ | 56x3½ | ½ |
| 108 | 453 | 4.8 | 300 | 48.6 | 98-2200 | L | G | A | 7-3 | 14 | CC | Ha | Zen | M | DR | DR | P.BL | Pe | Spi | Tim 35100H | Ros | L4IHV | 602 | a | FD | 110 | 72 | 33¾ | 42x2½ | 56x3½ | ½ |
| 109 | 501 | 4.9 | 330 | 48.6 | 110-2200 | L | G | A | 7-3 | 12½ | CC | Ha | Zen | M | DR | DR | P.BL | Pe | Spi | Tim 36020N | Ros | Ws2ImV | 407 | a | FD | 132 | 84 | 33¾ | 42x3 | 56x4 | ½ |
| 110 | 468 | 4.4 | 322 | 43.3 | 125-2400 | H | C | A | 4-2¾ | 10⅜ | FP | No | Zen | M | DR | DR | P.BL | Pe | Spi | Tim 36020N | Ros | Ws2ImV | 407 | a | FD | 132 | 84 | 33¾ | 42x3 | 56x4 | ½ |
| 111 | 572 | 4.3 | 358 | 48.6 | 114-

| Line Number | MAKE AND MODEL | GENERAL (See Keynote) | | | | | TIRE SIZE | | MAJOR UNITS | | | | | | | | | FRAME | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | ENGINE | | TRANSMISSION | | | REAR AXLE | | | GEAR RATIOS | | |
| | | Tonnage Rating | Chassis Price | Standard Wheelbase | Max. W. B. Furnished | Gross Vehicle Weight | Chassis Wt. (Stripped) | Front | Rear | Make and Model | No. of Cylinders Bore and Stroke | Make and Model | Location and Forward Speeds | Aux. Location and Speeds | Make and Model | Gear and Type | Drive and Torque | In High | In Low | Side Rail Dimensions | Type |
| 1 | La Fr.Republic. M-3 | 4½–5½ | 4640 | 174 | 198 | 23000 | 8300 | B10.50/20 | DB10.50/20 | Wau 6SRL | 6-4⅜x5½ | Fu VUOG | U 5 | No | Tim 76725H | 2R | R | 8.85 | 62.5 | 9½x3½x¼ | C |
| 2 | (concluded)..35-4 | 6½–7½ | 6570 | 174 | 198 | 30000 | 9250 | B10.50/24 | DB10.50/24 | Wau 6-125 | 6-4⅜x5½ | Fu MHU | U 4 | No | Tim 78720W | 2F | R | 8.90 | 58.2 | 9½x3½x¼ | C |
| 3 | Lange.....R | 1½ | 2225 | 140 | 172 | 9300 | 4600 | P32x6 | P32x6 | Her WXB | 6-3¾x4½ | BL 31 | U 3 | No | Tim 54000H | BF | R | 5.83 | 28.0 | 5x2½x¼ | P |
| 4 | .....L | 2 | 3450 | 144 | 210 | 15000 | 5800 | P32x6 | DP32x6 | Her WXC | 6-4x4½ | BL 35 | U 4 | No | Wis 6617 | 2F | R | 7.00 | 37.5 | 6x2½x¼ | P |
| 5 | .....O | 2½ | 3950 | 146 | 212 | 17000 | 5985 | P34x7 | DP34x7 | Her YXB | 6-4x4¾ | BL 51 | U 4 | No | Wis 8817 | 2F | R | 7.29 | 39.1 | 6x2½x¼ | P |
| 6 | .....H | 3 | 5150 | 151 | 187 | 19000 | 6850 | P36x8 | DP36x8 | Her YXC | 6-4⅜x4¾ | BL 55 | U 4 | No | Wis 1418 | 2F | R | 9.12 | 48.7 | 7x2½x¼ | P |
| 7 | .....M | 3 | 5200 | 140 | 222 | 21000 | 7450 | P38x7 | DP38x7 | Her YXC | 6-4⅜x4¾ | BL 60 | A 7 | No | Wis 1402 | 2F | R | 10.1 | 95.7 | 7x2½x¼ | P |
| 8 | .....F16 | 4 | 5500 | 148 | 188 | 23000 | 8600 | P40x8 | DP40x8 | Her YXC | 6-4½x4¾ | BL 60 | A 7 | No | Wis 1552B | 2F | R | 10.0 | 95.5 | 8x3x¼ | P |
| 9 | .....T | 5 | 5775 | 148 | 188 | 26000 | 9200 | P40x8 | DP40x8 | Her YXC2 | 6-4½x4¾ | BL 60 | A 7 | No | Wis 1700 | 2F | R | 10.0 | 96.0 | 8x3x¼ | P |
| 10 | .....VA | 5 | 6200 | 194 | 242 | 26000 | 9950 | P9.75/24 | DP9.75/24 | Her RXC | 6-4½x5½ | BL 714 | U 4 | A 2 | Wis 1737KW | 2F | R | 8.05 | Opt | 7x½x¼ | P |
| 11 | Le Moon.....150 | 1½ | 1150 | 140 | 152 | 8000 | 3300 | B6.50/20 | B6.50/20 | Con 16C | 6-3⅝x4½ | BL 214 | U 4 | No | Tim 53200H | BF | H | 5.14 | 31.8 | 6x3x¼ | C |
| 12 | .....200 | 1½–2 | 1350 | 160 | 178 | 11200 | 3600 | B7.00/20 | DB7.00/20 | Con 16C | 6-3⅜x4½ | BL 214 | U 4 | No | Tim 53200H | BF | H | 5.14 | 31.8 | 6x3x¼ | C |
| 13 | .....300 | 2–3 | 1575 | 163 | 190 | 12600 | 4200 | B7.50/20 | DD7.50/20 | Con 16C | 6-3⅜x4½ | BL 214 | U 4 | No | Tim 54200H | BF | H | 6.80 | 42.1 | 6½x3¼x¼ | C |
| 14 | .....400 | 3–4 | 2175 | 163 | 190 | 15300 | 5000 | B8.25/20 | DB8.25/20 | Wau 6MS | 6-3¾x4¾ | BL 314 | U 4 | No | Tim 56200H | BF | R | 6.16 | 40.6 | 6½x3¾x¼ | C |
| 15 | .....500 | 4–5 | 2775 | 160 | 190 | 19500 | 6000 | B9.00/20 | DB9.00/20 | Wau 6MK | 6-4½x4¾ | BL 514 | U 4 | No | Tim 58200H | BF | R | 6.14 | 40.6 | 7x4x¼ | C |
| 16 | .....501 | 4–5 | 3150 | 160 | 190 | 19500 | 6500 | B9.00/20 | DB9.00/20 | Wau 6SRL | 6-4⅜x5½ | Fu VUOG | U 5 | No | Tim 58200H | BF | R | 6.14 | 40.6 | 7x4x¼ | C |
| 17 | .....(9) 600 | 5–6 | 3450 | 169 | 199 | 21600 | 7200 | B9.75/20 | DB9.75/20 | Wau 6SRL | 6-4⅜x5½ | Fu VUOG | U 5 | No | Tim 65720H | WF | R | 6.00 | 43.2 | 7x4x¼ | P |
| 18 | Maccar.....100 | 1¼–2 | (11) | 151 | 167 | 10000 | ..... | B6.50/20 | DB6.50/20 | Bud J214 | 6-3⅜x4 | Wa T9 | U 4 | No | Tim 53000H | BF | N | 6.2 | 39.6 | 7x2¾x¼ | C |
| 19 | .....36A | 1½–2½ | 2050 | 155 | 183 | 12000 | 4850 | B7.00/20 | DB7.00/20 | Bud H298 | 6-3¾x4½ | BL 314 | U 4 | No | Tim 54200H | BF | N | 4.86 | 32 | 6½x3x¼ | C |
| 20 | .....40A | 2½–4 | 2400 | 155 | 183 | 15000 | 5350 | B7.50/20 | DB7.50/20 | Bud H298 | 6-3¾x4½ | BL 314 | U 4 | No | Tim 56200H | BF | R | 6.16 | 38.7 | 7x3x¼ | C |
| 21 | .....180 | 3–5 | 3500 | 181 | 213 | 18000 | 7400 | B9.00/20 | DB9.00/20 | Bud K393 | 6-4¼x4¾ | BL 554 | U 4 | No | Wis 8787L | 2F | R | 6.0 | 49.3 | 9x3x¼ | T |
| 22 | .....56 | 3–5 | 3350 | 153 | 194 | 18000 | 6200 | B8.25/20 | DB8.25/20 | Bud DW6 | 6-3¾x5 | BL 51 | U 4 | No | Wis 6787L | 2F | R | 7.00 | 37.4 | 8x3x¼ | T |
| 23 | .....60 | 3–5 | 3950 | 153 | 207 | 18000 | 6600 | B9.00/20 | DB9.00/20 | Bud BA6 | 6-4⅛x5½ | BL 514 | U 4 | No | Tim 75200H | 2F | R | 6.4 | 34. | 8x3x¼ | T |
| 24 | .....60A | 4–6 | 4750 | 153 | 207 | 22000 | 7300 | B9.75/20 | DB9.75/20 | Bud BA6 | 6-4⅛x5½ | BL 554 | U 4 | No | Tim 65720H | WF | R | 6.8 | 43. | 8x3x¼ | T |
| 25 | .....66A | 4–6 | 5500 | 181 | 235 | 22000 | 8200 | B9.75/20 | DB9.75/20 | Her YXCP3 | 6-4⅜x4¾ | BL 615 | A 5 | No | Tim 65720W | WF | R | 6.8 | 44.5 | 12x3x¼ | T |
| 26 | .....220H | 4–6 | 4750 | 181 | 213 | 22000 | 8750 | B9.75/20 | DB9.75/20 | Wau 6SRK | 6-4⅜x5½ | BL 615 | A 5 | No | Tim 65720H | WF | R | 6.6 | 47.9 | 9x3x¼ | T |
| 27 | .....220W | 4–6 | 5000 | 181 | 213 | 22000 | 8750 | B9.75/20 | DB9.75/20 | Wau 6SRK | 6-4⅜x5½ | BL 615 | A 5 | No | Tim 65720W | WF | R | 6.6 | 47.9 | 9x3x¼ | T |
| 28 | .....86A | 5–8 | 5950 | 184 | 235 | 30000 | 9500 | B10.50/20 | DB10.50/20 | Her YXCP3 | 6-4½x4¾ | BL 70 | A 5 | No | Tim 66720W | WF | R | 7.6 | 49.8 | 12x3x¼ | T |
| 29 | Mack.....BL | 1–2 | 2500 | 138 | 148 | 9500 | 4050 | B6.00/20 | DB6.00/20 | Own BL | 6-3¼x5 | Own BG | U 4 | No | Tim52000B2 | SF | H | 5.66 | 27.9 | 7x3x¼ | T |
| 30 | .....BG | 1½–3 | 3000 | 138 | 192 | 12000 | 4800 | P32x6 | DP32x6 | Own BG | 6-3⅝x5 | Own BG | U 4 | No | Own BG | SF | H | 5.44 | 26.8 | 7x3x¼ | T |
| 31 | .....BF | 2½–4 | 4200 | 156 | 198 | 16000 | 6600 | B8.25/20 | DB8.25/20 | Own BG | 6-3⅝x5 | Own BG | U 4 | No | Own AB | 2F | H | 7.01 | 33.9 | 7½x3x¼ | T |
| 32 | .....AB | 3–5 | 4000 | 147 | 219 | 17500 | 6450 | P34x7 | DP34x7 | Own AB | 6-4¼x5 | Own AB | U 4 | No | Own AB | CD | R | 7.72 | 37.4 | 8x2¼x¼ | T |
| 33 | .....AB | 3–5 | 4200 | 147 | 219 | 17500 | 6700 | P34x7 | DP34x7 | Own AB | 6-4¼x5 | Own AB | U 4 | No | Own AB | 2F | R | 7.58 | 36.7 | 8x2¼x¼ | T |
| 34 | .....AB | 3–5 | 4150 | 147 | 219 | 17500 | 6450 | P34x7 | DP34x7 | Own BG | 6-3⅝x5 | Own AB | U 4 | No | Own AB | CD | R | 7.72 | 37.4 | 8x2¼x¼ | T |
| 35 | .....AB | 3–5 | 4500 | 147 | 219 | 17500 | 6700 | P34x7 | DP34x7 | Own BG | 6-3⅝x5 | Own AB | U 4 | No | Own AB | 2F | H | 7.58 | 36.7 | 8x2¼x¼ | T |
| 36 | .....BM | 3–5 | 4700 | 157 | 217 | 21500 | 7500 | B9.00/20 | DB9.00/20 | Own BC | 6-4x5½ | Own BC | U 4 | No | Own AB | 2F | H | 7.01 | 40.9 | 7x3x¼ | T |
| 37 | .....BC | 4–6 | 5250 | 154 | 226 | 23500 | 7850 | P36x8 | DP36x8 | Own BC | 6-4x5½ | Own BC | U 4 | No | Own BC | 2F | H | 7.58 | 44.2 | 8½x3x¼ | T |
| 38 | .....BC | 4–6 | 5500 | 154 | 226 | 23500 | 8000 | P36x8 | DP36x8 | Own BC | 6-4x5½ | Own BC | U 4 | No | Own BC | CD | R | 7.88 | 46.0 | 8½x3x¼ | T |
| 39 | .....BX | 4–6 | 5750 | 160 | 214 | 24800 | 7900 | B9.75/22 | DB9.75/22 | Own BX | 6-4¼x5½ | Own BX | U 4 | No | Own BX | CD | R | 7.88 | 55.2 | 9½x3x¼ | T |
| 40 | .....BX | 4–6 | 5600 | 160 | 214 | 24700 | 8050 | B9.75/22 | DB9.75/22 | Own BX | 6-4¼x5½ | Own BX | U 4 | No | Own BX | 2F | H | 7.01 | 49.4 | 9½x3x¼ | T |
| 41 | .....BJ | 5–8 | 6450 | 168 | 245 | 31500 | 9800 | B10.50/22 | DB10.50/22 | Own BK | 6-4½x5½ | Own AL | A 4 | No | Own AK | 2F | H | 6.92 | 36.4 | 11¼x3x¼ | T |
| 42 | .....BQ | 5–8 | 6800 | 191 | 245 | 32600 | 10000 | B10.50/22 | DB10.50/22 | Own BQ | 6-4¾x5¾ | Own BQ | A 4 | No | Own AK | 2F | H | 6.52 | 41.9 | 10½x3x¼ | T |
| 43 | .....AK | 5–8 | 5150 | 162 | 228 | 28500 | 9500 | B10.50/24 ° | DB10.50/24° | Own AC | 4-5x6 | Own AC | J 4 | No | Own AC | CD | R | 7.83 | 50.5 | 8½x2¾x¼ | C |
| 44 | .....AK | 5–8 | 5250 | 162 | 228 | 28500 | 9400 | B10.50/24 ° | DB10.50/24° | Own AC | 4-5x6 | Own AK | A 4 | No | Own AK | 2F | H | 6.92 | 55.3 | 8½x2¾x¼ | C |
| 45 | .....AK | 5–8 | 6450 | 174 | 240 | 32500 | 10400 | B10.50/22 | DB10.50/22 | Own BQ | 6-4¾x5¾ | Own AC | A 4 | No | Own AK | 2F | H | 6.92 | 44.3 | 8½x3x¼ | C |
| 46 | .....BX-S | 7½ | 6250 | 207 | 225 | 26000 | 9200 | B9.75/24 | DB9.75/24 | Own BX | 6-4½x5½ | Own B | U 4 | No | Own BX | 2F | H | 7.54 | 53.1 | 9½x3x¼ | T |
| 47 | .....AC Light | 5–8 | 4950 | 168 | 240 | 28000 | 9200 | B10.50/24 ° | DB10.50/24° | Own AC | 4-5x6 | Own AC | J 4 | No | Own AC | CD | R | 8.46 | 54.4 | 8x3x¼ | C |
| 48 | .....AC Medium | 6–9 | 5500 | 168 | 240 | 32000 | 9800 | S36x6 | DS40x6 | Own AC | 4-5x6 | Own AC | J 4 | No | Own AC | CD | R | 7.75 | 49.8 | 8x3x¼ | C |
| 49 | .....AC Heavy | 7–10 | 6000 | 168 | 240 | 37000 | 10150 | S36x7 | DS40x7 | Own AC | 4-5x6 | Own AC | J 4 | No | Own AC | CD | R | 8.95 | 57.4 | 8x3x¼ | C |
| 50 | .....AC | 6–9 | 6450 | 174 | 240 | 28500 | 11400 | B10.50/24 | DB10.50/24 | Own BQ | 6-4¾x5¾ | Own AC | A 4 | No | Own AC | CD | R | 8.4 | 53.9 | 8½x3x¼ | C |
| 51 | .....AP | 7½–10 | 8500 | 191 | 191 | 36500 | 11700 | S36x7 | DS40x8 | Own AP | 6-5x6 | Own AP | J 4 | No | Own AP | CD | R | 8.31 | 53.3 | 8x3x¼ | C |
| 52 | Mar.-Herr.....TL-27 | 2–2½ | 3785 | 120 | 135 | 12000 | 5500 | B7.50/20 | DB7.50/20 | Her JXC | 6-3¾x4¼ | BL328 | U4 | No | Own Tim | SF | H | Opt. | Opt | 6x2½x¼ | T |
| 53 | (All 4 Wh.Dr.).TL-28 | 2½–3 | 4285 | 158 | 188 | 15250 | 7250 | B8.25/20 | DB8.25/20 | Her WXC | 6-4x4½ | BL 328 | U4 | No | Own Wis | 2F | H | Opt | Opt | 6x2¾x¼ | C |
| 54 | .....TL-29 | 3–3½ | 4950 | 158 | 188 | 17200 | 7700 | B8.25/22 | DB8.25/22 | Her WXC | 6-4x4½ | Fu MGU | U4 | A 2 | Own Wis | 2F | H | Opt | Opt | 6x2¾x¼ | C |
| 55 | .....TL-30 | 3½–4 | 5485 | 158 | 188 | 19370 | 8370 | B9.00/20 | DB9.00/20 | Her WXC3 | 6-4¼x4½ | Fu MGU | U4 | A 2 | Own Wis | 2F | H | Opt | Opt | 6x2¾x¼ | C |
| 56 | .....TH-300 | 3½–4 | 6285 | 163 | 193 | 20300 | 9300 | B9.75/20 | DB9.75/20 | Her YXC | 6-4¾x4¾ | Fu JVUOG | U5 | A 2 | Own Wis | 2F | H | Opt | Opt | 8½x3x¼ | P |
| 57 | .....TH-310 | 4–5 | 6785 | 163 | 193 | 22620 | 9620 | B9.75/20 | DB9.75/20 | Her YXC3 | 6-4¾x4¾ | Fu VUOG | U5 | A 2 | Own Wis | 2F | H | Opt | Opt | 8½x3x¼ | P |
| 58 | .....TH-310A | 5–6 | 7785 | 163 | 193 | 25120 | 10120 | B9.75/22 | DB9.75/22 | Her RXC | 6-4¾x5¼ | Fu VUOG | U5 | A 2 | Own Wis | 2F | H | Opt | Opt | 8½x3x¼ | P |
| 59 | .....TH-320 | 5–7 | 10500 | 198 | 228 | 31200 | 14200 | B10.50/22 | DB10.50/24 | Her HXB | 6-5x6 | BL 724 | U4 | A 3 | Own Wis | 2F | H | Opt | Opt | 10½x3x⅜ | P |
| 60 | .....TH-330 | 7½ | 12500 | 198 | 228 | 33920 | 14920 | B11.25/24 | DB11.25/24 | Her HXD | 6-5½x6 | BL 734 | U4 | A 3 | Own Wis | 2F | H | Opt | Opt | 10½x3x⅜ | P |
| 61 | Moreland.....RR-10 | 1½ | 1195 | 159 | Op | 9500 | 4195 | B6.50/20 | DB6.50/20 | Her JXC | 6-3¾x4¼ | BL 224 | U 4 | No | Tim 53200H | SF | R | 5.66 | 35.0 | 7½x2⅝x¼ | T |
| 62 | .....RR-12 | 2 | 1400 | 159 | Op | 12000 | 4585 | P32x6 | DP32x6 | Her JXC | 6-3¾x4¼ | BL 224 | U 4 | No | Tim 54300H | SF | R | 5.83 | 36.1 | 7½x2⅝x¼ | T |
| 63 | .....B13, 15 | 2½–3½ | 2850 | 184 | Op | 15000 | 5815 | B8.25/20 | DB8.25/20 | Her WXC | 6-4x4½ | BL 234 | U 4 | No | Tim 56200H | SF | R | 6.17 | 40.7 | 9½x3½x¼ | T |
| 64 | .....B16, 18 | 4–4½ | 3025 | 184 | Op | 18000 | 6195 | B9.00/20 | DB9.00/20 | Her WXC | 6-4x4½ | BL 325 | U 4 | No | Tim 58200H | SF | R | 6.13 | 40.5 | 9½x3½x¼ | T |
| 65 | .....E16, 18 | 4–4½ | 3300 | 184 | Op | 18000 | 6460 | B9.00/20 | DB9.00/20 | Her WXC3 | 6-4¼x4½ | BL 325 | U 4 | No | Tim 58200H | SF | R | 6.13 | 32.9 | 9½x3½x¼ | T |
| 66 | .....E19, 21 | 5–5½ | 3800 | 184 | Op | 21000 | 7155 | B9.75/20 | DB9.75/20 | Her WXC3 | 6-4¼x4½ | BL 525 | U 4 | No | Tim 65720H | FW | R | 7.25 | 38. | 9½x3½x¼ | T |
| 67 | .....H-24 | 5½–6½ | 5300 | 196 | Op | 24000 | 8700 | B9.75/20 | DB9.75/20 | Her RXB | 6-4½x5¼ | BL 5212 | A 7 | No | Tim66720TW | FW | R | 8.20 | 59.7 | 9½x2½x¼ | T |
| 68 | Netco.....A | 1½–2 | 2800 | 146 | 168 | 8400 | 4000 | B6.00/20 | DB6.00/20 | Wau 6ZK | 6-3¾x4¼ | BL 314 | U 4 | No | Tim 52000H | SF | H | 4.85 | Opt | 6x3x¼ | C |
| 69 | .....B | 2½ | 3000 | 155 | 183 | 12600 | 5000 | B7.50/20 | DB7.50/20 | Wau 6TL | 6-3¾x4¾ | BL 314 | U 4 | No | Tim 54000H | BF | H | 5.83 | Opt | 6x3x¼ | C |
| 70 | .....C | 3 | 3500 | 148 | 200 | 15300 | 6000 | B8.25/20 | DB8.25/20 | Wau 6MK | 6-4¼x4¾ | BL 314 | U 5 | No | Tim 58000H | BF | H | 6.83 | Opt | 7x3x¼ | C |
| 71 | .....E | 3½ | 4500 | 140 | 200 | 23400 | 7500 | B9.75/20 | DB9.75/20 | Wau 6SRL | 6-4⅜x5½ | BL 55 | U 4 | No | Tim 65704 | WF | R | 7.25 | Opt | 9x3x¼ | C |
| 72 | .....J | 5 | 5300 | 140 | 200 | 28200 | 9500 | B10.50/20 | DB10.50/20 | Wau 6SRK | 6-4⅜x5½ | BL 615 | U 5 | No | Tim 68700 | WF | R | 8.0 | 9.25 | 9x3x¼ | C |
| 73 | .....K | 5½ | 6500 | 180 | 220 | 37500 | 11000 | B12.00/20 | DB12.00/20 | Lyc AEC | 8-3¾x4¾ | BL 615 | U 5 | No | Wis 1627KH | 2F | R | Opt | Opt | 9x3x¼ | C |
| 74 | Oshkosh.....JSW | 1½–2 | 2650 | 123 | Op | ..... | 4880 | B7.00/20 | DB7.00/20 | Her WXC | 6-4x4½ | BL 224 | U 4 | No | Own JSB | SF | H | 6.19 | 40.1 | 6x3½x¼ | Tf |
| 75 | .....JSB | 1½–2 | 2490 | 149 | Op | 10660 | 4760 | B7.00/20 | DB7.00/20 | Her JXB | 6-3⅝x4¼ | BL 224 | U 4 | No | Own JSB | SF | H | 6.19 | 40.1 | 6x3½x¼ | Tf |
| 76 | .....LB | 2–2½ | 3750 | 146 | 165 | 13900 | 6700 | B9.00/20 | B9.00/20 | Her JXC | 6-3¾x4¼ | BL 51-4 | U 4 | No | Own LB | 2F | H | 7.3 | 39.0 | 7x3x¼ | T |
| 77 | .....LC | 2½–3 | 4000 | 146 | 165 | 15150 | 6950 | B9.00/20 | B9.00/20 | Her WXC | 6-4x4½ | BL 55-4 | U 4 | No | Own LC | 2F | H | 7.3 | 53.1 | 7x3x¼ | T |
| 78 | .....H2A | 3½ | 4675 | 146 | 165 | 16550 | 7550 | B9.75/22 | B9.75/22 | Her WXC3 | 6-4¼x4½ | BL 55-7 | A 7 | No | Own H2A | 2F | H | 8.94 | 84.9 | 7x3x¼ | T |
| 79 | .....H2B | 3½–4 | 4890 | 146 | 165 | 18500 | 8400 | B10.50/22 | B10.50/22 | Her YXC | 6-4⅜x4¾ | BL 615 | U 5 | No | Own H2B | 2F | H | 8.94 | 73.4 | 7x3x¼ | L |
| 80 | .....H2C | 4 | 5165 | 146 | 165 | 19700 | 8700 | B11.25/20 | B11.25/20 | Her RXB | 6-4½x5¼ | BL 615 | U 5 | No | Own H2C | 2F | H | 9.6 | 78.9 | 7x3x¼ | L |
| 81 | .....Y2D | 4–5 | 5490 | 146 | 165 | 21000 | 9200 | B11.25/20 | B11.25/20 | Her RXB | 6-4½x5¼ | BL 70-7 | A 7 | No | Own Y2D | 2F | H | 9.6 | 91.2 | 7x3x¼ | L |
| 82 | .....FHX | 5 | 6145 | 146 | 165 | 21850 | 9850 | B12 75/20 | B12.75/20 | Her RXC | 6-4⅝x5¼ | BL 70-7 | A 7 | No | Own FHX | 2F | H | 9.6 | 90.2 | 8x3x¼ | L |
| 83 | .....F2A | 5–7 | 6775 | 146 | 165 | 26650 | 10650 | B12.75/20 | B12.75/20 | Her RXC | 6-4⅝x5¼ | BL 70-7 | A 7 | No | Own F2A | 2F | H | 9.1 | 85.5 | 8x3x¼ | L |
| 84 | Pierce-Arrow 13S385 | 2–2½ | 2500 | 160 | 200 | 15000 | 5750 | B8.25/20 | DB8.25/20 | Own E | 8-3½x5 | Co RU48SL | U 4 | No | Tim 56200 | SF | R | 5.28 | 33.5 | 7⅝x3½x⅛ | C |
| 85 | .....15T298 | 3–3½ | 1950 | 150 | 200 | 15000 | 5725 | B8.25/20 | DB8.25/20 | Her WXB | 6-3¾x4½ | Cl B102 | U 4 | Op | Tim 56200 | SF | R | 6.16 | 64.0 | 7⅝x3½x⅛ | C |
| 86 | .....17T361 | 3–4 | 2300 | 180 | 200 | 17000 | 5800 | B8.25/20 | DB8.25/20 | Her WXC2 | 6-4¼x4½ | Co RU48SL | U 4 | Op | Tim 58200 | SF | R | 5.57 | 34.4 | 7⅝x3½x⅛ | C |
| 87 | .....18W361 | 3½–4½ | 3000 | 150 | 200 | 18000 | 6660 | B9.00/20 | DB9.00/20 | Her WXC2 Spe | 6-4¼x4½ | Co RU48SL | U 4 | Op | Tim 65720 | WF | R | 6.8 | 41.9 | 8½x2½x⅛ | C |
| 88 | .....19R428 | 3½–4½ | 3600 | 150 | 200 | 19000 | 7850 | B9.00/20 | DB9.00/20 | Her YXC | 6-4¾x4¾ | Co TNU | U 4 | Op | Tim 65720 | WF | R | 5.4 | 28.6 | 8½x2½x⅛ | C |
| 89 | .....19R479 | 3½–4½ | 3600 | 150 | 200 | 20000 | 7900 | B9.00/20 | DB9.00/20 | Her YXC3 | 6-4⅝x4¾ | Co TNU | U 4 | Op | Tim 65720 | WF | R | 5.04 | 28.6 | 8½x2½x⅛ | C |
| 90 | .....21W361 | 4½–5½ | 3100 | 150 | 190 | 21000 | 6800 | B9.75/20 | DB9.75/20 | Her WXC2 Spe | 6-4¼x4½ | Co RU48SL | U 4 | Op | Tim 65720 | WF | R | 9.25 | 48.3 | 8½x2½x⅛ | C |
| 91 | .....21R428 | 4½–5½ | 3700 | 150 | 190 | 21000 | 7970 | B9.75/20 | DB9.75/20 | Her YXC | 6-4¾x4¾ | Co TNU | U 4 | Op | Tim 65720 | WF | R | 6.8 | 36. | 8½x2½x⅛ | C |
| 92 | .....21X428 | 4½–5½ | 3900 | 200 | 240 | 21000 | 8120 | B9.75/20 | DB9.75/20 | Her YXC | 6-4¾x4¾ | Co TNU | U 4 | Op | Tim 65720 | WF | R | 6.8 | 36. | 9½x2½x⅛ | C |
| 93 | .....22R501 | 4½–5½ | 3750 | 150 | 200 | 22000 | 7970 | B9.75/20 | DB9.75/20 | Her RXB | 6-4½x5¼ | Co TNU | U 4 | Op | Tim 65720 | WF | R | 6.8 | 36.0 | 9½x2½x⅛ | C |
| 94 | .....22X479 | 4½–5½ | 3900 | 200 | 240 | 24000 | 8120 | B9.75/20 | DB9.75/20 | Her YXC2 | 6-4¾x4¾ | Co TNU | U 4 | Op | Tim 65720 | WF | R | 6.8 | 36. | 9½x2½x⅛ | C |
| 95 | .....22X501 | 4½–5½ | 4000 | 200 | 240 | 21000 | 8120 | B9.75/20 | DB9.75/20 | Her RXB | 6-4½x5¼ | Co TNU | U 4 | Op | Tim 65720 | WF | R | 6.8 | 36. | 9½x2½x⅛ | C |
| 96 | .....24X501 | 5–6 | 4200 | 150 | 200 | 24000 | 9250 | B10.50/20 | DB10.50/20 | Her RXB | 6-4½x5¼ | Co TNU | U 4 | Op | Tim 66720 | WF | R | 7.6 | 40.2 | 9½x2½x⅛ | C |
| 97 | .....24M611 | 5–6 | 5000 | 150 | 200 | 24000 | 10200 | B10.50/20 | DB10.50/20 | Her GXA | 6-4¾x5¾ | Own618290 | A 4 | Op | Tim 66720 | WF | R | 7.6 | 39.9 | 9½x2½x⅛ | C |
| 98 | .....(T) 27T361T | ..... | 2450 | 150 | 170 | 27000 | 5725 | B9.00/20 | DB9.00/20 | Her WXC2 | 6-4¼x4½ | Co RU48SL | U 4 | Op | Tim 58200 | SF | R | 7.8 | 48.2 | 7⅝x8½x⅛ | C |
| 99 | .....(T) 27R428T | ..... | 3650 | 150 | 170 | 27000 | 7000 | B9.00/20 | DB9.00/20 | Her YXC | 6-4¾x4¾ | Co TNU | U 4 | Op | Tim 65720 | WF | R | 7.25 | 38.4 | 8½x2½x⅛ | C |
| 100 | .....28X501 | 6–7 | 4600 | 160 | 200 | 28000 | 10675 | B10.50/24 | DB10.50/24 | Her RXB | 6-4½x5¼ | Co TNU | U 4 | Op | Own 616743 | WF | A | 10 | 53 | 9½x2½x⅛ | C |
| 101 | .....28M611 | 6–7 | 5400 | 160 | 200 | 28000 | 11600 | B10.50/24 | DB10.50/24 | Her GXA | 6-4¾x5¾ | Own618290 | A 4 | Op | Own 616743 | WF | A | 10 | 52.5 | 9½x2½x⅛ | C |
| 102 | .....28Y479 | 6–7 | 4400 | 160 | 200 | 28000 | 10675 | B10.50/24 | DB10.50/24 | Her YXC3 | 6-4⅝x4¾ | Co TNU | U 4 | Op | Own 616743 | WF | A | 10 | 53 | 9½x2½x⅛ | C |
| 103 | .....28L501 | 6–7 | 4900 | 200 | 240 | 28000 | 10975 | B10.50/24 | DB10.50/24 | Her RXB | 6-4½x5¼ | Co TNU | U 4 | Op | Own 616743 | WF | A | 10. | 53. | 10x3x⅛ | C |
| 104 | .....28K611 | 6–7 | 5500 | 200 | 240 | 28000 | 11900 | B10.50/24 | DB10.50/24 | Her GXA | 6-4¾x5¾ | Own618290 | A 4 | Op | Own 616743 | WF | A | 10. | 53. | 10x3x⅛ | C |
| 105 | .....34K611 | 7½–10 | 5300 | 170 | 200 | 34000 | 11675 | B10.50/24 | DS40x8 | Her GXA | 6-4¾x5¾ | Own618290 | A 4 | Op | Own 616743 | WF | A | 8 | 42 | 10x3x⅛ | C |
| 106 | .....(T) 34T361T | ..... | 2650 | 150 | 170 | 34000 | 5775 | B9.00/20 | DB9.00/20 | Her WXC2 | 6-4¼x4½ | Co RU48SL | U 4 | Op | Tim 58200 | SF | R | 7.8 | 48.2 | 7⅝x8½x⅛ | C |
| 107 | .....(T) 35R501T | ..... | 3800 | 150 | 170 | 35000 | 7050 | B9.75/20 | DB9.75/20 | Her RXB | 6-4½x5¼ | Co TNU | U 4 | Op | Tim 65720 | DF | R | 8.15 | 43.1 | 8½x2½x⅛ | C |
| 108 | .....(T) 45X501T | ..... | 4800 | 160 | 170 | 45000 | 9300 | B10.50/20 | DB10.50/20 | Her RXB | 6-4½x5¼ | Co TNU | U 4 | Op | Tim 66720 | DF | R | 9.98 | 52.8 | 9½x2½x⅛ | C |
| 109 | .....(T) 75M779T | ..... | 6400 | 190 | 190 | 75000 | 12750 | B10.50/24 | DB10.50/24 | Her HXA | 6-5¼x6 | Own618290 | A 4 | A | Own 616743 | WF | A | 9.9 | 51.9 | 9½x2½x⅛ | C |
| 110 | Relay.....15A | 1 | 1400 | 131 | 162 | 8000 | 3800 | P30x5 | P30x5 | Con 17E | 6-3⅜x4 | WG T9 | U 4 | No | Own 20B | 2R | H | 6.00 | 38.4 | 6x2½x⅛ | P |
| 111 | .....S11 | 2 | 2030 | 142 | 162 | 11000 | 4700 | P32x6 | DP32x6 | Bud H86 | 6-3⅝x4½ | BL 20 | U 4 | No | Own 20B | 2R | R | 5.14 | 25.5 | 6x2½x⅛ | P |
| 112 | .....40CC | 2½ | 3275 | 168 | 192 | 14000 | 5950 | P36x6 | DP36x6 | Bud DW6 | 6-3¾x5 | Fu MGU14 | U 4 | No | Own 30 | 2R | R | 6.45 | 41.8 | 6x3x¼ | P |
| 113 | .....50DC | 3 | 4130 | 161 | 169 | 20000 | 7200 | P36x6 | DP40x8 | Bud DW6 | 6-3¾x5 | BL 51-5 | U 5 | No | Own 60 | 2R | R | 7.88 | 58.5 | 7x3½x¼ | P |
| 114 | .....60DC | 3½ | 4745 | 175 | 192 | 25000 | 7800 | P38x7 | DP40x8 | Bud BA6 | 6-4¼x5½ | Fu VU-16 | U 5 | No | Own 60 | 2R | R | 7.88 | 58.5 | 7x3½x¼ | P |
| 115 | .....100AC | 5 | 6615 | 230 | 180 | 26000 | 10000 | B9.00/24 | DB9.00/24 | Con 21R | 6-4⅝x4¾ | Fu VU-16 | U 5 | No | Own 65 | 2R | R | 7.88 | 58.5 | 8½x3½x⅛ | P |
| 116 | .....230 | 5 | 6750 | 196 | 210 | 30000 | 11600 | B10.50/24 | DB10.50/24 | Her GXA | 6-4¾x5¾ | BL 7312 | U 4 | 3 | Own 232 | 2R | R | 8.7 | 89 | 11½x3x¼ | T |
| 117 | .....100B | 7½ | 6900 | 220 | 180 | 32000 | 11200 | B9.75/24 | DB9.75/24 | Bud GF6 | 6-4¾x6 | BL 1714 | U 4 | No | Own 85AH | 2R | R | 7.04 | 49.7 | 8½x3½x⅛ | P |
| 118 | .....240 | 7½ | 7900 | 174 | 240 | 40000 | 12900 | B12.00/24 | DB12.00/24 | Her HXC | 6-5¼x6 | BL 7312 | U 4 | 3 | Own 245 | 2R | R | 9.14 | 93 | 12½x3½x⅛ | T |
| 119 | Reo.....1A, (1C†) | 1½ | 625 | 136 | 160 | 8000 | 2930 | B6.00/20 | P32x6 | Own | 4-3⅛x4½ | Own | U 4 | No | Own | SF | H | 5.6 | 36.9 | 7x2¼x⅛ | C |
| 120 | .....1B, (1D†) | 1½ | 795 | 140 | 164 | 8500 | 3100 | B6.00/20 | P32x6 | Own | 6-3¼x5 | Own | U 4 | No | Own | SF | H | 5.28 | 34.8 | 7x2¾x⅛ | C |
| 121 | .....2B-2D | 2 | 1095 | 166 | 166 | 11000 | 3865 | B6.50/20 | DB6.50/20 | Own | 6-3½x5 | Own | U 4 | No | Own | SF | H | 5.83 | 38.4 | 7x3x¼ | C |
| 122 | .....2¶(2J††) | ⅜ | 1625 | 142 | 166 | 13500 | ..... | B7.00/20 | DB7.00/20 | Own | 6-3½x5 | Own | U 4 | No | Own | BF | H | 6.5 | 42.9 | 7x¼x3 | C |
| 123 | (con't) ..3H(3J,3K††) | 3 | 2035 | 153 | 185 | 16000 | ..... | B7.50/20 | DB7.50/20 | Own | 6-3½x5 | Own | U 4 | No | Own | BF | H | 6.14 | 40.5 | 8⅛x¼x3 | C |

| Line Number | ENGINE DETAILS: Piston Displacement | Compression Ratio | Torque lb. ft. | N.A.C.C. Rated H.P. | Max. Brake H.P. at R.P.M. Given | Valve Arrangement | Camshaft Drive | Piston Material | MAIN BEARINGS: Number and Diameter | MAIN BEARINGS: Length | Oiling System Type | Governor Make | FUEL SYST.: Carburetors Make | FUEL SYST.: Fuel Feed | ELEC-TRICAL: Ignition System Make | ELEC-TRICAL: Generator, Starter Make | Clutch Type and Make | Radiator Make | Universals Make | FRONT AXLE: Make and Model | Steering Gear Make | BRAKES: SERVICE: Make, Location Type, Operation | BRAKES: SERVICE: Lining Area | BRAKES: SERVICE: Drum Material | BRAKES: Hand Type, Location | BODY MOUNTING DATA: Cab to Rear of Frame | BODY MOUNTING DATA: Cab to Rear Axle | BODY MOUNTING DATA: Width of Frame | SPRINGS: Front | SPRINGS: Rear | SPRINGS: Auxiliary Type |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 462 | 4.6 | 310 | 46. | 97–2000 | L | G | C | 7-3 | 13⅛ | PC | Wa | Zen | M | AL | AL | D.Fu | Pe | Spi | Tim 35000H | Ros | L4IHV | 468 | Da | FD | 168 | 88 | 32⅛ | 44x3 | 60x3½ | ½ |
| 2 | 462 | 4.6 | 324 | 46. | 125–2400 | L | G | C | 7-3 | 13⅞ | PC | Wa | Zen | M | AL | AL | D.Fu | Ow | Spi | Tim 27450W | Ha | Ws4IA | 690 | Da | FD | 168 | 81¼ | 34 | 44x3 | 60x3½ | ½ |
| 3 | 298 | 4.7 | 190 | 33.7 | 67 2400 | L | G | C | 7-2⅝ | 13½ | PC | No | Zen | M | AL | AL | D.BL | Mo | Spi | Tim 12703H | Ros | L4IH | 302 | p | CD | 84 | 56 | 33 | 38x2¼ | 50x2½ | N |
| 4 | 339 | 4.7 | 223 | 3 .4 | 74–2400 | L | G | C | 7-2⅝ | 13½ | PC | Pe | Str | M | AL | AL | D.BL | Mo | Spi | Shu 5572 | Ros | L4IHV | 678 | G | CD | 104 | 62 | 33 | 40x2½ | 56x3 | ½ |
| 5 | 359 | 4.4 | 228 | 38.4 | 80–2200 | L | G | C | 7-3 | 15 | PC | Pe | Str | V | AL | AL | D.BL | Mo | Spi | Shu 5572 | Ros | L4IHV | 678 | G | FD | 106 | 65 | 33 | 40x2½ | 56x3 | ½ |
| 6 | 428 | 4.4 | 280 | 45.9 | 94–2200 | L | G | C | 7-3 | 15 | PC | Pe | Str | M | AL | AL | D.BL | Mo | Spi | Tim 15300 | Ros | W2IM | 615 | G | CD | 112 | 75 | 33 | 42x2½ | 56x3 | ½ |
| 7 | 428 | 4.4 | 280 | 45.9 | 94–2200 | L | G | C | 7-3 | 15 | PC | Pe | Str | M | AL | AL | D.BL | Mo | Spi | Tim 16310 | Ros | W2IM | 802 | G | TD | 95 | 73 | 33 | 42x2½ | 56x3 | ½ |
| 8 | 428 | 4.4 | 280 | 45.9 | 94–2200 | L | G | C | 7-3 | 15 | PC | Pe | Str | M | AL | AL | D.BL | Mo | Spi | Tim 16300 | Ros | W2IM | 802 | G | TD | 154½ | 99½ | 37 | 44x3 | 56x4 | ½ |
| 9 | 453 | 4.8 | 300 | 48.6 | 99–2200 | L | G | C | 7-3 | 15 | PC | Pe | Str | M | AL | AL | D.BL | Mo | Spi | Tim 16300 | Ros | W2IM | 802 | G | TD | 154½ | 99½ | 37 | 44x3 | 56x4 | ½ |
| 10 | 529 | 4.5 | 350 | 51.3 | 112–2200 | L | G | A | 7-3 | 12½ | PC | Ha | Str | M | LN | LN | P.BL | Mo | Spi | Tim 26.50W | Ros | Ws4IA | 576 | G | TD | Opt | Opt | 33 | 44x3 | 56x3 | ½ |
| 11 | 248 | 4.4 | 150 | 27.3 | 65–2800 | L | C | C | 7-2⅜ | 10⅜ | PC | No | Str | M | DR | DR | D.BL | Ch | Spi | Tim 30000H | Ros | L4IH | 275 | C | TX | 96 | 58 | 34 | 37½x2¼ | 49¼ x2½ | N |
| 12 | 248 | 4.4 | 150 | 27.3 | 65–2800 | L | C | C | 7-2⅜ | 10⅜ | PC | No | Str | M | DR | DR | D.BL | Ch | Spi | Tim 30000H | Ros | L4IH | 275 | C | TX | 128 | 81 | 34 | 37½x2¼ | 50x2½ | N |
| 13 | 248 | 4.4 | 150 | 27.3 | 65–2800 | L | C | C | 7-2⅜ | 10⅜ | PC | No | Str | M | DR | DR | D.BL | Ch | Spi | Tim 31000H | Ros | L4IH | 293 | C | TX | 128 | 81 | 34 | 37½x2¼ | 50x2½ | ½ |
| 14 | 315 | 4.6 | 200 | 33.7 | 72–2500 | L | G | C | 7-2⅝ | 12⅜ | PC | No | Str | M | DR | DR | D.BL | Ch | Spi | Tim 33000H | Ros | L4IH | 345 | C | TX | 128 | 81 | 34 | 37½x2¼ | 50½x2½ | ½ |
| 15 | 381 | 4.4 | 242 | 40.8 | 85–2500 | L | G | C | 7-2⅝ | 12½ | PC | No | Str | M | DR | DR | D.BL | Ch | Spi | Tim 35000H | Ros | L4IHV | 385 | C | CD | 128 | 81 | 34 | 39x2½ | 53x3 | ½ |
| 16 | 462 | 4.5 | 300 | 45.9 | 98–2000 | I | G | A | 7-3 | 13⅜ | PC | Wa | Str | M | DR | DR | D.Fu | Ch | Spi | Tim 35000H | Ros | L4IHV | 385 | C | CD | 128 | 81 | 34 | 39x2½ | 53x3 | ½ |
| 17 | 462 | 4.5 | 300 | 45.9 | 98–2000 | L | G | A | 7-3 | 13⅜ | PC | Wa | Str | M | DR | DR | D.Fu | Ch | Spi | Tim 35000H | Ros | L4IHV | 485 | C | RI | 128 | 81 | 34 | 39x2½ | 53x3 | ½ |
| 18 | 214 | 4.5 | 135 | 27.3 | 60–2500 | L | G | C | 7-2½ | 8¾ | FP | Ha | Str | M | DR | DR | P.BB | Pe | Spi | Tim 30000H | Ros | L4IH | | a | TD | 118 | 80 | 32 | 40x2½ | 54x2½ | ½ |
| 19 | 298 | 4.7 | 188 | 33.7 | 83–2800 | L | G | C | 7-3 | 9⅞ | FP | Ha | Str | M | DR | DR | P.BL | Pe | Spi | Tim 31000H | Ros | L4IH | 293 | a | TD | 114 | 72½ | 32 | 42x2½ | 54x2½ | ½ |
| 20 | 298 | 4.7 | 188 | 33.7 | 83–2800 | L | G | C | 7-3 | 9⅞ | FP | Ha | Str | M | DR | DR | P.BL | Pe | Spi | Tim 31000H | Ros | L4IHV | 343 | a | TD | 114 | 72½ | 32 | 42x2½ | 54x2½ | ½ |
| 21 | 393 | 4.5 | 260 | 42.1 | 103–2400 | L | G | C | 7-3 | 11½ | FP | Ha | Str | M | DR | DR | P.BL | Ow | Spi | Tim 31000H | Ros | L4IH | 436 | a | TD | 143½ | 91½ | 32 | 42x3 | 58½x3 | ½ |
| 22 | 331 | 4.5 | 200 | 33.7 | 73–2100 | L | G | C | 4-2½ | 9 | FP | Bu | Str | V | DR | DR | D.BL | Pe | Spi | Tim 35020H | Ros | L4IHV | 412 | a | FD | 107½ | 70 | 32 | 42x2½ | 54x3 | ½ |
| 23 | 411 | 4.5 | 272 | 40.8 | 103–2100 | L | G | C | 4-2½ | 9⅞ | FP | Ha | Str | M | DR | DR | D.BL | Pe | Spi | Tim 35020H | Ros | L4IHV | 412 | a | TD | 104½ | 68 | 32 | 42x2½ | 54x3 | ½ |
| 24 | 411 | 4.5 | 272 | 40.8 | 103–2100 | L | G | C | 4-2½ | 9⅞ | FP | Ha | Str | M | DR | DR | D.BL | Pe | Spi | Tim 35020H | Ros | L4IHV | 527 | a | TD | 104½ | 68 | 32 | 42x2½ | 54x3 | ½ |
| 25 | 479 | 4.5 | 318 | 51.2 | 10 -2000 | L | G | C | 7-3 | 14 | PC | Ha | Zen | M | DR | DR | D.BL | Pe | Spi | Tim26450TW | Ros | Ws4IA | 618 | a | TD | 144 | 95 | 33 | 42x3 | 58x3 | ½ |
| 26 | 517 | 4.5 | 335 | 51.3 | 106–2000 | L | G | A | 7-3 | 14 | CC | Ha | Str | M | DR | DR | P.BL | Ow | Spi | Tim 35000H | Ros | L4IH | 600 | a | TD | 143½ | 91½ | 32 | 42x3 | 58½x3 | ½ |
| 27 | 517 | 4.5 | 335 | 51.3 | 106–2000 | L | G | A | 7-3 | 14 | CC | Ha | Str | M | DR | DR | P.BL | Ow | Spi | Tim35000TW | Ros | Ws4IA | 600 | a | TD | 143½ | 91½ | 32 | 42x3 | 58½x3 | ½ |
| 28 | 479 | 4.5 | 318 | 51.2 | 102–2000 | L | G | C | 7-3 | 14 | PC | Ha | Zen | M | DR | DR | D.BL | Pe | Spi | Tim26450TW | Ros | Ws4IA | 623 | a | TD | 144 | 95 | 33 | 42x3 | 58x3 | ½ |
| 29 | 248 | 5.1 | 145 | 25.4 | 61–2600 | L | G | C | 7-2⅝ | 11¼ | FP | Ha | Str | M | NE | NE | D.Ow | Ow | Spi | Own BL | Ge | L4IH | 302 | P | FX | 109 | 64⅛ | 33⅛ | 40⅞x2½ | 52¾x2½ | N |
| 30 | 309 | 4.7 | 183 | 31.5 | 75–2500 | L | G | C | 7-2⅝ | 11¼ | FP | Ha | Str | M | NE | NE | D.Ow | Ow | Spi | Own BG | Own | O4IMV | 427 | a | FX | 96 | 54½ | 33⅛ | 42x2½ | 54x3 | N |
| 31 | 309 | 4.7 | 183 | 31.5 | 75–2500 | L | G | C | 7-2⅝ | 11¼ | FP | Ha | Str | M | NE | NE | P.Ow | Ow | Spi | Own BG | Ros | O4IMV | 427 | a | FD | 132 | 84½ | 33⅛ | 44x2½ | 54x3 | ½ |
| 32 | 283 | 4.4 | 176 | 28.9 | 63–2100 | L | G | C | 3-3 | 8⅞ | PS | Ow | Str | G | NE | NE | D.Ow | Ow | Spi | Own AB | Own | O4IMV | 471 | a | FX | 120 | 73 | 33¼ | 42¼x3 | 48x3 | N |
| 33 | 283 | 4.4 | 176 | 28.9 | 63–2100 | L | G | C | 3-3 | 8⅞ | PS | Ow | Str | G | NE | NE | D.Ow | Ow | Spi | Own AB | Own | O4IMV | 471 | a | FX | 120 | 73 | 33¼ | 42¼x3 | 56½x3½ | N |
| 34 | 309 | 4.7 | 183 | 31.5 | 75–2500 | L | G | C | 7-2⅝ | 11¼ | FP | Ha | Str | M | NE | NE | D.Ow | Ow | Spi | Own AB | Own | O4IMV | 471 | a | FX | 120 | 73 | 33¼ | 42¼x3 | 48x3 | N |
| 35 | 309 | 4.7 | 183 | 31.5 | 75–2500 | L | G | C | 7-2⅝ | 11¼ | FP | Ha | Str | M | NE | NE | D.Ow | Ow | Spi | Own AB | Own | O4IMV | 471 | a | FX | 120 | 73 | 33¼ | 42¼x3 | 56½x3½ | N |
| 36 | 414 | 4.5 | 261 | 38.4 | 94–2400 | L | G | C | 7-3 | 13⅛ | FP | Ha | Str | M | RB | NE | P.Ow | Ow | Spi | Own BM | Ros | O4IMV | 427 | a | FX | 156 | 108½ | 33¼ | 44x2½ | 54x3½ | ½ |
| 37 | 414 | 4.5 | 261 | 38.4 | 94–2400 | L | G | C | 7-3 | 13⅛ | FP | Ha | Str | M | RB | NE | P.Ow | Ow | Spi | Own BC | Own | O4IMV | 610 | a | FX | 120 | 73 | 33¼ | 43¾x3 | 56½x3½ | N |
| 38 | 414 | 4.5 | 261 | 38.4 | 94–2400 | L | G | C | 7-3 | 13⅛ | FP | Ha | Str | M | RB | NE | P.Ow | Ow | Spi | Own BC | Own | O4IMV | 590 | a | JX | 120 | 73 | 33⅜ | 43¾x3 | 54x3 | N |
| 39 | 468 | 4.7 | 292 | 43.4 | 104–2300 | L | G | C | 7-3 | 13⅞ | FP | Ha | Str | M | NE | NE | P.Ow | Ow | Spi | Own BC | Ros | O4IMV | 619 | a | JX | 144 | 91 | 33⅛ | 53⅛x3 | 54x3 | N |
| 40 | 468 | 4.7 | 292 | 43.4 | 104–2300 | L | G | C | 7-3 | 13⅞ | FP | Ha | Str | M | NE | NE | P.Ow | Ow | Spi | Own BC | Ros | O4IMV | 619 | a | FX | 144 | 91 | 33⅛ | 53⅛x3 | 56½x3½ | N |
| 41 | 525 | 4.8 | 350 | 48.6 | 125–2300 | L | G | C | 4-3½ | 11⅛ | PS | Ow | Str | M | RB | LN | P.Ow | Ow | Cle | Own AK | Ros | O4IMV | 618 | a | FD | 120 | 79 | 33¼ | 50x3½ | 59⅛x4 | ½ |
| 42 | 611 | 5.0 | 398 | 54.2 | 128–2200 | L | G | C | 4-3½ | 11⅛ | PS | Ow | Str | M | RB | NE | P.Ow | Ow | Cle | Own BQ | Ros | O4IMV | 618 | a | FX | 150 | 102 | 33¼ | 50x3½ | 58⅛x3½ | ½ |
| 43 | 471 | 3.9 | 320 | 40.0 | 75–1800 | L | G | C | 3-3 | 10⅛ | PS | Ow | Str | G | RB | NS | P.Ow | Ow | Spi | Own AK | Own | O4IMV | 492 | a | JX | 132 | 93⅛ | 37½ | 48x3½ | 52x4 | ½ |
| 44 | 471 | 3.9 | 320 | 40.0 | 75–1800 | L | G | C | 3-3 | 10⅛ | PS | Ow | Str | G | RB | NS | P.Ow | Ow | Spi | Own AK | Own | O4IMV | 492 | a | FX | 132 | 93⅛ | 37½ | 48x3½ | 56x4 | ½ |
| 45 | 611 | 5.0 | 398 | 54.2 | 128–2200 | L | G | C | 4-3½ | 11⅛ | PS | Ow | Str | M | RB | LN | P.Ow | Ow | Spi | Own AK | Ros | O4IMV | 561 | a | FD | 132 | 93 | 37½ | 47⅛x3½ | 58½x4 | ½ |
| 46 | 468 | 4.7 | 292 | 43.4 | 104–2300 | L | G | C | 7-3 | 13⅞ | FP | Ha | Str | M | NE | NE | P.Ow | Ow | Spi | Own BC | Ros | O4IMV | 619 | a | FX | 212 | 138 | 33⅛ | 53⅛x3 | 56½x3½ | N |
| 47 | 471 | 3.9 | 320 | 40.0 | 75–1800 | L | G | C | 3-3 | 10⅛ | PS | Ow | Str | G | RB | NS | P.Ow | Ow | Spi | Own AC | Own | OJXM | 194 | C | 2I | 156 | 104 | 37½ | 46x3½ | 52x4 | ½ |
| 48 | 471 | 3.9 | 320 | 40.0 | 75–1800 | L | G | C | 3-3 | 10⅛ | PS | Ow | Str | G | RB | NS | P.Ow | Ow | Spi | Own AC | Own | OJXM | 194 | C | 2I | 156 | 104 | 37½ | 46x3½ | 52x4 | ½ |
| 49 | 471 | 3.9 | 320 | 40.0 | 75–1800 | L | G | C | 3-3 | 10⅛ | PS | Ow | Str | G | RB | NS | P.Ow | Ow | Spi | Own AC | Own | OJXM | 194 | C | 2I | 156 | 104 | 37½ | 46x3½ | 52x4 | ½ |
| 50 | 611 | 5.0 | 398 | 54.2 | 128–2200 | L | G | C | 4-3½ | 11⅛ | PS | Ow | Str | M | RB | LN | P.Ow | Ow | Spi | Own AK | Ros | O4IMV | 755 | C | JX | 156 | 105 | 37½ | 48x3½ | 52x4 | ½ |
| 51 | 684 | 6.8 | 427 | 60.0 | 138–1900 | L | G | S | 4-3⅛ | 11⅛ | PS | Ow | Str | G | RB | LN | P.Ow | Ow | Spi | Own AC | Ros | O2IMV | 284 | C | JX | 180 | 108⅞ | 37½ | 46⅛x3½ | 52x4 | ½ |
| 52 | 282 | 5.3 | 190 | 33.7 | 73–2800 | L | G | A | 7-2½ | 10⅛ | PC | No | Zen | M | DR | DR | P.BL | Yo | Spi | Own 1A | Ros | T2/41H | 238 | P | FD | Opt | 48 | 34 | 40x2½ | 50x2½ | O |
| 53 | 339 | 4.7 | 215 | 38.4 | 76–2400 | L | G | A | 7-2⅝ | 13¼ | PC | Ha | Zen | M | DR | DR | P.BL | Yo | Blo | Own 1 | Ros | W2/41H | 350 | P | FD | Opt | 67 | 34 | 40x2½ | 50x2½ | O |
| 54 | 339 | 4.7 | 215 | 38.4 | 76–2400 | L | G | A | 7-2⅝ | 13¼ | PC | Ha | Zen | M | DR | DR | P.BL | Yo | Blo | Own 1 | Ros | W2/41H | 350 | a | FD | Opt | 67 | 34 | 40x3 | 50x3 | O |
| 55 | 383 | 4.7 | 265 | 43.3 | 92–2400 | L | G | A | 7-2⅝ | 13¼ | PC | Ha | Zen | M | DR | DR | D.Fu | Yo | Blo | Own 2A | Ros | W2/41H | 812 | a | FD | Opt | 67 | 34 | 40x3 | 50x3 | O |
| 56 | 428 | 4.4 | 280 | 45.9 | 94–2200 | L | G | A | 7-3 | 15 | PC | Ha | Zen | M | DR | DR | D.Fu | Yo | Blo | Own 2 | Ros | W2/41A | 812 | a | FD | Opt | 72 | 34 | 44x3 | 52x3½ | O |
| 57 | 479 | 4.4 | 320 | 51.3 | 103–2200 | L | G | A | 7-3 | 15 | PC | Ha | Zen | M | DR | DR | D.Fu | Yo | Blo | Own 2 | Ros | W2/41A | 918 | a | FD | Opt | 72 | 34 | 44x3 | 52x3½ | O |
| 58 | 529 | 4.9 | 350 | 51.3 | 115–2200 | L | G | A | 7-3 | 15 | PC | Ha | Zen | M | DR | DR | D.Fu | Yo | Blo | Own 3 | Ros | W2/41A | 918 | a | FD | Opt | 72 | 34 | 44x3 | 52x3½ | O |
| 59 | 707 | 4.5 | 455 | 60 | 150–2000 | L | G | A | 7-3½ | 17 | PC | Ha | Zen | M | DR | DR | dp.BL | Yo | Blo | Own 3A | Ros | Ws2/41A | 974 | a | 2FD | Opt | 102 | 34 | 52x4 | 54x4 | O |
| 60 | 855 | 4.5 | 550 | 72.8 | 180–2000 | L | G | A | 7-3½ | 17 | PC | Ha | Zen | M | DR | DR | dp.BL | Yo | Blo | Own 4 | Ros | Ws2/41A | 974 | a | 2FD | Opt | 102 | 34 | 52x4 | 54x4 | O |
| 61 | 282 | 5.0 | 176 | 33.8 | 73–2800 | L | C | C | 7-2½ | 10⅜ | PC | No | Zen | M | AL | AL | P.BL | Lo | Cle | Tim 30000H | Ros | L4IH | 270 | a | TD | 132 | 78 | 34 | 40x2½ | 54x3 | ½ |
| 62 | 282 | 5.0 | 176 | 33.8 | 73–2800 | L | C | C | 7-2½ | 10⅜ | PC | No | Zen | M | AL | AL | P.BL | Lo | Cle | Tim 31000H | Ros | L4IH | 315 | a | TD | 132 | 78 | 34 | 40x2½ | 54x3 | ½ |
| 63 | 339 | 4.7 | 212 | 38.4 | 76–2400 | L | G | C | 7-2⅝ | 13¼ | PC | No | Zen | M | AL | AL | P.BL | Lo | Cle | Tim 33020H | Ros | L4IH | 374 | a | TD | 156 | 101 | 34 | 40x2½ | 54x3 | ½ |
| 64 | 339 | 4.7 | 212 | 38.4 | 76–2400 | L | G | C | 7-2⅝ | 13¼ | PC | No | Zen | M | AL | AL | P.BL | Lo | Cle | Tim 33020H | Ros | L4IH | 405 | a | TD | 156 | 101 | 34 | 40x2½ | 54x3 | ½ |
| 65 | 383 | 4.4 | 262 | 43.3 | 92–2400 | L | G | A | 7-2⅝ | 13¼ | PC | No | Zen | M | AL | AL | P.BL | Lo | Cle | Tim 33020H | Ros | L4IH | 405 | a | FD | 156 | 99⅝ | 34 | 41½x2½ | 54x3 | ½ |
| 66 | 383 | 4.4 | 262 | 43.3 | 92–2400 | L | G | A | 7-2⅝ | 13¼ | PC | No | Zen | M | AL | AL | P.BL | Lo | Cle | Tim 35120H | Ros | L4IH | 494 | a | FD | 156 | 99⅝ | 34 | 40x2½ | 54x3½ | ½ |
| 67 | 501 | 4.9 | 330 | 48.6 | 110–2200 | L | G | A | 7-3 | 12½ | PC | Mo | Zen | M | AL | AL | P.BL | Lo | Cle | Tim26450TW | Ros | Ws4IA | 620 | a | FD | 168 | 112¼ | 34 | 40x2½ | 56x3½ | ½ |
| 68 | 222 | 4.9 | 142 | 27.3 | 68–2600 | L | G | A | 4-2⅜ | 7⅜ | FP | Ha | Zen | M | AL | AL | P.BL | Mo | Pet | Tim 11703H | Ros | L4IH | 229 | P | ID | 108 | 72 | 34 | 40x2½ | 50x3 | ½ |
| 69 | 255 | 5.1 | 170 | 27.3 | 68–2600 | L | G | A | 4-2⅜ | 7⅜ | FP | Ha | Zen | M | AL | AL | P.BL | Mo | Pet | Tim 12703H | Ros | L4IH | 240 | G | ID | 120 | 84 | 34 | 40x2½ | 50x3 | ½ |
| 70 | 381 | 4.6 | 240 | 45.9 | 100–2400 | L | G | A | 7-3 | 13⅞ | FP | Wa | Zen | M | AL | AL | P.BL | Mo | Pet | Tim 14703H | Ros | L4IH | 400 | G | ID | 132 | 96 | 34 | 40x2½ | 50x3 | ½ |
| 71 | 462 | 4.6 | 300 | 45.9 | 100–2400 | L | G | A | 7-3 | 13⅞ | FP | Wa | Zen | M | AL | AL | D.BL | Mo | Pet | Tim 15733 | Ros | L4IH | 520 | G | ID | 132 | 96 | 34 | 40x3 | 50x3 | ½ |
| 72 | 517 | 4.5 | 335 | 48.6 | 110–2400 | L | G | A | 7-3 | 13⅞ | FP | Wa | Zen | M | AL | AL | D.BL | Mo | Pet | Tim 17300 | Ros | L4IH | 615 | G | ID | 132 | 96 | 34 | 40x3 | 50x4 | ½ |
| 73 | 420 | 5.2 | 310 | 45 | 140–2800 | L | G | C | 5-2⅝ | 12 | FP | Ha | Zen | M | AL | AL | D.BL | Mo | Pet | Tim 26450H | Ros | L4IH | 690 | G | ID | 180 | 120 | 33 | 44x3 | 56x4 | ½ |
| 74 | 339 | 4.7 | 225 | 38.4 | 81–2200 | L | G | C | 7-2½ | 13¼ | PC | No | Zen | M | AL | AL | P.BL | Ow | Spi | Own JSB | Ha | B4IMV | 304 | G | TX | 77½ | 51 | 34 | 42x2½ | 44x2½ | . . |
| 75 | 263 | 4.4 | 164 | 31.5 | 68–2800 | L | G | C | 7-2½ | 10⅛ | PC | No | Zen | M | AL | AL | P.BL | Ow | Spi | Own JSB | Ha | B4IMV | 304 | G | TX | 103½ | 77 | 34 | 42x2½ | 44x2½ | . . |
| 76 | 282 | 5.3 | 176 | 33.7 | 72–2500 | L | G | C | 7-2½ | 10⅛ | PC | Ha | Str | M | RB | LN | D.BL | Mo | Blo | Own LB | Ros | O4XM | 142 | C | 2I | 112¼ | 82⅞ | 34 | 44x2½ | 50x3 | N |
| 77 | 339 | 4.7 | 210 | 38.4 | 70–2000 | L | G | C | 7-2⅝ | 13¼ | PC | Ha | Str | M | RB | LN | D.BL | Mo | Blo | Own LC | Ros | O4XM | 142 | G | 2I | 112¼ | 82⅞ | 34 | 44x2½ | 50x3 | ½ |
| 78 | 383 | 4.4 | 265 | 43.3 | 86–2400 | L | G | C | 7-2⅝ | 13¼ | PC | Ha | Zen | M | RB | RB | D.BL | Mo | Blo | Own H2A | Ros | O4XM | 142 | G | 2I | 112¼ | 82⅞ | 34 | 44x2½ | 50x3 | ½ |
| 79 | 428 | 4.4 | 278 | 45.9 | 90–2000 | L | G | C | 7-3 | 15 | PC | Ha | Zen | M | RB | LN | D.BL | Mo | Blo | Own H2B | Ros | O4XM | 142 | G | 2I | 112¼ | 82⅞ | 34 | 44x2½ | 50x3 | ½ |
| 80 | 501 | 4.9 | 330 | 48.6 | 106–2000 | L | G | A | 7-3 | 15 | PC | Ha | Zen | M | NE | LN | D.BL | Mo | Blo | Own H2C | Ros | O4XM | 142 | G | 2I | 112¼ | 82⅞ | 34 | 44x2½ | 50x3 | ½ |
| 81 | 501 | 4.9 | 330 | 48.6 | 106–2000 | L | G | A | 7-3 | 15 | PC | Ha | Zen | M | NE | LN | D.BL | Mo | Blo | Own Y2D | Ros | O4XM | 170 | G | 2I | 112¼ | 82⅞ | 34 | 44x2½ | 50x3 | ½ |
| 82 | 529 | 4.9 | 350 | 51.2 | 112–2000 | L | G | A | 7-3 | 15 | PC | Ha | Zen | M | RB | LN | D.BL | Mo | Blo | Own FHX | Ros | O4XM | 170 | G | 2I | 112¼ | 82⅞ | 34 | 44x2½ | 50x3 | ½ |
| 83 | 529 | 4.9 | 350 | 51.2 | 112–2000 | L | G | A | 7-3 | 15 | PC | Ha | Zen | M | RB | LN | D.BL | Mo | Blo | Own F2A | Ros | B4IMV | 666 | G | TX | 112¼ | 82⅞ | 34 | 44x3 | 50x4 | ½ |
| 84 | 385 | 5.0 | 274 | 39.2 | 125–2800 | L | C | A | 9-2⅝ | 14½ | CC | Ha | Str | M | DR | DR | P.Lo | Lo | Cle | Tim 14706 | Ha | B4IM | 399 | D | CD | 116¾ | 62½ | 34 | 38x2½ | 56x3 | ½ |
| 85 | 298 | 4.7 | 190 | 33.7 | 70–2600 | L | G | C | 7-2⅝ | 13¼ | PC | Ha | Zen | M | DR | DR | P.Lo | Lo | Cle | Tim 14706 | Ha | B4IM | 399 | D | TD | 113½ | 59½ | 34 | 38x2½ | 56x3 | ½ |
| 86 | 361 | 4.7 | 229 | 40.3 | 77–2400 | L | G | C | 7-2⅝ | 13¼ | PC | Ha | Zen | M | DR | DR | P.Lo | Lo | Cle | Tim 14706 | Ha | B4IM | 399 | D | CD | 143½ | 89½ | 34 | 38x2½ | 56x3 | ½ |
| 87 | 361 | 4.7 | 229 | 40.3 | 77–2400 | L | G | C | 7-2⅝ | 13¼ | PC | Ha | Zen | M | DR | DR | P.Lo | Lo | Cle | Tim 15733 | Ha | B4IA | 473 | D | CD | 119½ | 65 | 34 | 41x2½ | 56x3 | ½ |
| 88 | 428 | 4.6 | 280 | 46. | 94–2200 | L | G | A | 7-3 | 15 | PC | Ha | Zen | M | DR | DR | P.Lo | Lo | Cle | Tim 15733 | Ha | B4IA | 473 | D | CD | 118¼ | 63¾ | 34 | 41x2½ | 56x3 | ½ |
| 89 | 479 | 4.7 | 318 | 51.3 | 104–2200 | L | G | A | 7-3 | 15 | PC | Ha | Zen | M | DR | DR | P.Lo | Lo | Cle | Tim 15733 | Ha | B4IA | 473 | D | CD | 118¼ | 63¾ | 34 | 41x2½ | 56x3 | ½ |
| 90 | 361 | 4.7 | 229 | 40.3 | 77–2400 | L | G | C | 7-2⅝ | 13¼ | PC | Ha | Zen | M | DR | DR | P.Lo | Lo | Cle | Tim 15733 | Ha | B4IA | 473 | D | CD | 119½ | 65 | 34 | 41x2½ | 56x3 | ½ |
| 91 | 428 | 4.6 | 280 | 46. | 94–2200 | L | G | A | 7-3 | 15 | PC | Ha | Zen | M | DR | DR | P.Lo | Lo | Cle | Tim 15733 | Ha | B4IA | 473 | D | CD | 118¼ | 63¾ | 34 | 41x2½ | 56x3 | ½ |
| 92 | 428 | 4.6 | 280 | 46. | 94–2200 | L | G | A | 7-3 | 15 | PC | Ha | Zen | M | DR | DR | P.Lo | Lo | Cle | Tim 15733 | Ha | T4IA | 618 | D | CD | 168¼ | 133¾ | 34 | 41x2½ | 56x3 | ½ |
| 93 | 501 | 4.6 | 330 | 48.6 | 110–2200 | L | G | A | 7-3 | 12½ | PC | Ha | Zen | M | DR | DR | P.Lo | Lo | Cle | Tim 15733 | Ha | B4IA | 473 | D | CD | 118¼ | 63¾ | 34 | 41x2½ | 56x3 | ½ |
| 94 | 479 | 4.6 | 280 | 46. | 94–2200 | L | G | A | 7-3 | 15 | PC | Ha | Zen | M | DR | DR | P.Lo | Lo | Cle | Tim 15733 | Ha | T4IA | 618 | D | CD | 168¼ | 133¾ | 34 | 41x2½ | 56x3 | ½ |
| 95 | 501 | 4.6 | 330 | 48.6 | 110–2200 | L | G | A | 7-3 | 12½ | PC | Ha | Zen | M | DR | DR | P.Lo | Lo | Cle | Tim 15733 | Ha | T4IA | 618 | D | CD | 168¼ | 133¾ | 34 | 41x2½ | 56x3 | ½ |
| 96 | 501 | 4.6 | 330 | 48.6 | 110–2200 | L | G | A | 7-3 | 12½ | PC | Ha | Zen | M | DR | DR | P.Lo | Lo | Cle | Tim 26050 | Ha | T4IA | 618 | D | CD | 132¾ | 78¼ | 34 | 41x3 | 56x3½ | ½ |
| 97 | 611 | 4.5 | 410 | 54.1 | 130–2000 | L | G | A | 7-3½ | 16⅝ | PC | Ha | Str | M | DR | DR | P.Lo | Lo | Spi | Tim 26050 | Ros | T4IA | 618 | D | TX | 117 | 62½ | 34 | 41x3 | 56x3½ | ½ |
| 98 | 361 | 4.7 | 229 | 40.3 | 77–2400 | L | G | C | 7-2⅝ | 13¼ | PC | Ha | Zen | M | DR | DR | P.Lo | Lo | Cle | Tim 14706 | Ha | B4IM | 399 | D | CD | 93⅞ | 59⅜ | 34 | 38x2½ | 56x3 | . . |
| 99 | 428 | 4.6 | 280 | 46. | 94–2200 | L | G | A | 7-3 | 15 | PC | Ha | Zen | M | DR | DR | P.Lo | Lo | Cle | Tim 15733 | Ha | B4IA | 473 | D | CD | 98¼ | 63¾ | 34 | 41x2½ | 56x3 | . . |
| 100 | 501 | 4.6 | 330 | 48.6 | 110–2200 | L | G | A | 7-3 | 12½ | PC | Ha | Zen | M | DR | DR | P.Lo | Lo | Cle | Tim 26050 | Ha | TO4IA | 720 | D | CD | 132¾ | 78¼ | 34 | 41x3 | 56x4 | ½ |
| 101 | 611 | 4.5 | 410 | 54.1 | 130–2000 | L | G | A | 7-3½ | 16⅝ | PC | Ha | Str | M | DR | DR | P.Lo | Lo | Spi | Tim 26050 | Ros | TO4IA | 720 | D | TX | 127 | 72½ | 34 | 41x3 | 56x4 | ½ |
| 102 | 479 | 4.6 | 318 | 51.3 | 104–2200 | L | G | A | 7-3 | 15 | PC | Ha | Zen | M | DR | DR | P.Lo | Lo | Cle | Tim 26050 | Ha | TO4IA | 720 | D | CD | 132¾ | 78¼ | 34 | 41x3 | 56x4 | ½ |
| 103 | 501 | 4.6 | 330 | 48.6 | 110–2200 | L | G | A | 7-3 | 12½ | PC | Ha | Zen | M | DR | DR | P.Lo | Lo | Cle | Tim 26050 | Ha | T4IA | 618 | D | CD | 172⅞ | 118⅜ | 34 | 41x3 | 56x4 | ½ |
| 104 | 611 | 4.5 | 410 | 54.1 | 130–2000 | L | G | A | 7-3½ | 16⅝ | PC | Ha | Str | M | DR | DR | P.Lo | Lo | Spi | Tim 26050 | Ros | TO4IA | 720 | D | TX | 167 | 112½ | 34 | 41x3 | 56x4 | ½ |
| 105 | 611 | 4.5 | 410 | 54.1 | 130–2000 | L | G | A | 7-3½ | 16⅝ | PC | Ha | Str | M | DR | DR | P.Lo | Lo | Spi | Tim 27050 | Ros | TO4IA | 720 | D | TX | 137¾ | 82½ | 34 | 41x3 | 56x4 | ½ |
| 106 | 361 | 4.7 | 229 | 40.3 | 77–2400 | L | G | C | 7-2⅝ | 13¼ | PC | Ha | Zen | M | DR | DR | P.Lo | Lo | Cle | Tim 14706 | Ha | B4IM | 399 | D | CD | 93⅞ | 59⅜ | 34 | 38x2½ | 56x3 | . . |
| 107 | 501 | 4.6 | 330 | 48.6 | 110–2200 | L | G | A | 7-3 | 12½ | PC | Ha | Zen | M | DR | DR | P.Lo | Lo | Cle | Tim 15733 | Ha | B4IA | 473 | D | CD | 98¼ | 63¾ | 34 | 41x2½ | 56x3 | . . |
| 108 | 501 | 4.6 | 330 | 48.6 | 110–2200 | L | G | A | 7-3 | 12½ | PC | Ha | Zen | M | DR | DR | P.Lo | Lo | Cle | Tim 26050 | Ha | T4IA | 618 | D | TX | 112⅞ | 78⅜ | 34 | 41x3 | 56x3½ | . . |
| 109 | 779 | 4.5 | 510 | 66.1 | 150–1800 | L | G | A | 7-3½ | 16⅝ | PC | Ha | Str | M | DR | DR | P.Lo | Lo | Spi | Tim 27050 | Ros | TO4IA | 720 | D | TX | 137 | 102½ | 34 | 41x3 | 56x4 | ½ |
| 110 | 214 | 5.0 | 132 | 27.3 | 52–2200 | L | G | C | 7-2⅛ | 9⅛ | PC | No | Str | V | AL | AL | P.BB | Lo | Blo | Col 5540 | Ha | L4IH | 297 | aP | FX | 106¾ | 63 | 34 | 36x2¼ | 48x2½ | N |
| 111 | 241 | 4.5 | 143 | 27.3 | 53–2200 | L | G | C |

| Line Number | MAKE AND MODEL | Wheels Driven—6-Wheelers | GENERAL (See Keynote) | | | | | TIRE SIZE | | MAJOR UNITS | | | | | | | | | FRAME | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | ENGINE | | TRANSMISSION | | REAR AXLE | | | GEAR RATIOS | | | |
| | | | Tonnage Rating | Chassis Price | Standard Wheelbase | Max. W. B. Furnished | Gross Vehicle Weight | Chassis Wt. (Stripped) | Front | Rear | Make and Model | No. of Cylinders Bore and Stroke | Make and Model | Location and Forward Speeds | Aux. Location and Speeds | Make and Model | Gear and Type | Drive and Torque | In High | In Low | Side Rail Dimensions | Type |
| 1 | Reo....4H,4J,4M | 4 | | 3070 | 170 | 205 | 20000 | 6280 | B9.00/20 | DB9.00/20 | Own | 8-3⅜x5 | Own | U | 4 Op | Own | SF | H | 6.14 | 40.5 | 10x3x¼ | C |
| 2 | Schacht.....10HA | 2-3 | | 1570 | 156 | 195 | 11500 | 4072 | B7.00/20 | B7.00/20 | Con 16C | 6-3⅜x4½ | Fu Wo | U | 4 No | Tim | BF | H | 5.83 | 31.2 | 6x3x¼ | P |
| 3 | .....20HA | 2½-4 | | 2185 | 160 | 207 | 15300 | 4783 | B8.25/20 | DB8.25/20 | Her WXB | 6-3¼x4½ | Fu MLU | U | 4 No | Tim | BF | H | 6.06 | 38.5 | 6x3x¼ | P |
| 4 | .....25HA | 3-4½ | | 2695 | 146 | 213 | 19500 | 5750 | B9.00/20 | DB9.00/20 | Her WXC | 6-4x4½ | Fu MGU | U | 4 No | Tim | BF | R | 6.02 | 39.2 | 7x3x¼ | P |
| 5 | .....28HA | 4-5½ | | 3050 | 146 | 227 | 23000 | 6600 | B9.75/20 | DB9.75/20 | Her WXC | 6-4x4½ | Fu MGU | U | 4 No | Tim | BF | R | 6.83 | 43.8 | 7x3x¼ | P |
| 6 | .....30HA | 4½-6 | | 3295 | 146 | 227 | 23000 | 6800 | B9.75/20 | DB9.75/20 | Her WXC | 6-4x4½ | Fu MGU | U | 4 No | Wis | 2F | R | 7.14 | 46.4 | 7x3¼ | P |
| 7 | .....35HA | 5-7 | | 3725 | 146 | 227 | 24000 | 7400 | B9.75/20 | DB9.75/20 | Her WXC2 | 6-4¼x4½ | Fu MGU | U | 4 No | Own | 2F | R | 8.00 | 52.0 | 8¼x3x¼ | P |
| 8 | .....40H | 5-7 | | 4295 | 154 | 235 | 25500 | 7600 | B9.75/20 | DB9.75/20 | Her YXC | 6-4⅜x4¾ | Fu VUOG | U | 5 No | Own | 2F | R | 7.07 | 49.7 | 8¼x3x¼ | P |
| 9 | .....40HB | 7-9 | | 4695 | 154 | 235 | 29500 | 7750 | B10.50/20 | DB10.50/20 | Her YXC | 6-4⅜x4¾ | Fu VUOG | U | 5 No | Wis | 2F | R | 7.07 | 49.7 | 8¼x3x¼ | P |
| 10 | .....66HA | 8-11 | | 5895 | 152 | 247 | 35000 | 9820 | B10.50/24 | DB10.50/24 | Her RXC | 6-4⅜x5¼ | Fu VUOG | U | 5 No | Wis | 2F | R | 7.07 | 49.8 | 8¼x3x¼ | P |
| 11 | .....(T) TR, HA | 10 | | 3645 | 148 | 174 | 35000 | 6250 | B9.75/20 | DB9.75/20 | Her YXC3 | 6-4⅜x4¾ | Fu VUOG | U | 5 No | Tim | BF | R | 7.8 | 55.1 | 7x3x¼ | P |
| 12 | .....(T) TRDA | 10 | | 3895 | 148 | 174 | 39000 | 6450 | B9.75/20 | DB9.75/20 | Her YXC3 | 6-4⅜x4¾ | Fu VUOG | U | 5 No | Own | 2F | R | 7.8 | 56.8 | 7x3x¼ | P |
| 13 | Sterling.....FB40 | 1½-2 | | 1135 | 142 | 162 | 10000 | 3450 | B6.50/20 | DB6.50/20 | Con 25A | 6-3⅜x4 | Wa T9 | U | 4 No | Own | BF | H | 5.66 | 36.2 | 6x2⅝x⅜ | C |
| 14 | .....FB50 | 2-2½ | | 1240 | 142 | 162 | 11000 | 3650 | B7.00/20 | DB7.00/20 | Con 25A | 6-3⅜x4 | Wa T9 | U | 4 No | Own | BF | H | 5.66 | 36.2 | 6x2⅝x⅜ | C |
| 15 | .....FB60 | 2½-3 | | 1590 | 142 | 162 | 12000 | 4150 | B7.00/20 | DB7.00/20 | Wau TL | 6-3⅝x4¾ | Wa T9 | U | 4 No | Own | BF | H | 5.83 | 37.3 | 6x2⅝x⅜ | C |
| 16 | .....FB65 Spec | 2½-3 | | 2635 | 174 | 204 | 13000 | 5755 | B7.50/20 | Wau ML | 6-4x4¾ | Own UC7 | U | 5 No | Own | BF | R | 7.4 | 52 | 10x3¼x¼ | C |
| 17 | .....FB80 | 3-4 | | 3065 | 174 | 204 | 16000 | 6680 | B8.25/20 | DB8.25/20 | Wau 6ML | 6-4x4¾ | Own UC7 | U | 5 Op | Own | 2F | R | 7.8 | 55.3 | 10x3¼x¼ | C |
| 18 | .....FB80 Spec | 3½-4 | | 3010 | 174 | 204 | 16000 | 6680 | B8.25/20 | B8.25/20 | Wau ML | 6-4x4¾ | Own UC7 | U | 5 No | Own | BF | R | 7.8 | 55.6 | 10x3¼x¼ | C |
| 19 | .....FC90 | 4 | | 4105 | 174 | 204 | 18000 | 7480 | B9.00/20 | DB9.00/20 | Wau 6MK | 6-4½x4¾ | Own UC7 | U | 5 Op | Own | CD | R | 8.66 | 61.7 | 10x3¼x¼ | C |
| 20 | .....FD90 | 4 | | 3315 | 174 | 204 | 18000 | 7480 | B9.00/20 | B9.00/20 | Wau MK | 6-4½x4¾ | Own UC7 | U | 5 No | Own | 2F | R | 8.0 | 57.0 | 10x3¼x¼ | C |
| 21 | ...FW97S, FD97S | 4-5 | | 4355 | 192 | 222 | 19500 | 8200 | P36x8 | DP36x8 | Wau 6SRL | 6-4⅝x5½ | Own UC2 | U | 4 Op | Own | w/2F | R | 7.75 | 51.6 | 12x3¼x¼ | C |
| 22 | .....FC100 | 5-5½ | | 4185 | 192 | 222 | 20000 | 7750 | P36x8 | DP36x8 | Wau 6MK | 6-4½x4¾ | Own UC2 | U | 4 Op | Own | CD | R | 9.3 | 61.2 | 12x3¼x¼ | C |
| 23 | .....FC105 | 5½ | | 4645 | 192 | 222 | 21000 | 8000 | B9.00/20 | DB9.00/20 | Wau 6SRS | 6-4½x5½ | Own UC | U | 5 Op | Own | CD | R | 8.66 | 61.7 | 12x3¼x¼ | C |
| 24 | ...FW115, FD115 | 5-6 | | 4690 | 192 | 222 | 23000 | 8750 | P40x8 | DP40x8 | Wau 6SRL | 6-4⅝x5½ | Own UC2 | U | 4 Op | Own | w/2F | R | 8.20 | 54.6 | 12x3¼x¼ | C |
| 25 | .....FC107 | 5-6 | | 4700 | 192 | 222 | 21500 | 8200 | P36x8 | DP36x8 | Wau 6SRL | 6-4⅝x5½ | Own UC2 | U | 4 Op | Own | CD | R | 8.20 | 54.6 | 12x3¼x¼ | C |
| 26 | .....FC120S | 7½ | | 4900 | 192 | 222 | 24000 | 8400 | B9.75/20 | DB9.75/20 | Wau 6SRL | 6-4⅝x5½ | Own UC2 | U | 4 J 3 | Own | CD | R | 8.66 | 61.7 | 12x3¼x¼ | C |
| 27 | ...FW140, FD140 | 7-8 | | 6005 | 192 | 222 | 28000 | 10055 | P40x8 | DP42x9 | Wau SRL | 6-4⅝x5½ | Own UC2 | U | 4 Op | Own | w/2F | R | 10.0 | 66.6 | 15x3¼x¼ | C |
| 28 | .....FC135 | 7-8 | | 4800 | 192 | 222 | 27000 | 8900 | P40x8 | DP40x8 | Wau SRL | 6-4⅝x5½ | Own UC2 | U | 4 Op | Own | CD | R | 9.3 | 62.2 | 15x3¼x¼ | C |
| 29 | .....FC140 | 8-8½ | | 5595 | 200 | 230 | 28000 | 9350 | P40x8 | DP40x8 | Wau HB | 6-4½x5¾ | Own UC2 | U | 4 Op | Own | CD | R | 8.3 | 55.2 | 15x3¼x¼ | C |
| 30 | .....FC145 | 8-8½ | | 6180 | 200 | 230 | 29000 | 10100 | P40x8 | DP40x8 | Wau AB | 6-4½x5¾ | Own UC8 | U | 4 Op | Own | CD | R | 9.4 | 58.9 | 15x3¼x¼ | C |
| 31 | ...FW170, FD170 | 9½-10½ | | 6980 | 200 | 230 | 34000 | 10550 | P40x8 | DP44x10 | Wau AB | 6-4½x5¾ | Own UC8 | U | 4 Op | Own | w/2F | R | 10.0 | 62.7 | 15x3¼x¼ | C |
| 32 | .....FC170 | 9½-10½ | | 6900 | 200 | 230 | 34000 | 10550 | P40x8 | DP42x9 | Wau RB | 6-5x5¾ | Own UC8 | U | 4 Op | Own | CD | R | 9.4 | 58.9 | 15x3¼x¼ | C |
| 33 | .....FD195 | 12-12½ | | 8925 | 200 | 230 | 39000 | 10750 | B10.50/20 | DB10.50/20 | Cum H Die | 6-4⅞x6 | BL 734 | U | 4 Op | Wis 1910W | 2F | R | 8.88 | 55.8 | 15x3¼x¼ | C |
| 34 | Stewart.....30X | 1 | | 795 | 130 | 160 | ..... | 3018 | B6.50/20 | B6.50/20 | Lyc | 6-3x4¾ | WG | U | 4 No | Cla | SF | H | 6.38 | 40.8 | 6x2¼x⅜ | T |
| 35 | .....42X | 1½ | | 795 | 134 | 176 | ..... | 3525 | B6.50/20 | B6.50/20 | Lyc | 6-3¼x4½ | WG | U | 4 No | Cla | SF | H | 5.6 | 35.8 | 7½x2¾x3½ | T |
| 36 | .....40XA | 1½ | | 995 | 145 | 176 | ..... | 3460 | B6.50/20 | DB6.50/20 | Lyc | 6-3¼x4½ | War | U | 4 No | Cla | SF | H | 5.6 | 35.8 | 7½x2¾x3½ | T |
| 37 | .....43X | 2 | | 995 | 145 | 176 | ..... | 4005 | B6.50/20 | DB6 50/20 | Lyc | 6-3⅜x4½ | WG | U | 4 No | Cla | SF | H | 6.3 | 22. | 7½x2¾x3½ | T |
| 38 | .....50X | 2 | | 1195 | 145 | 176 | ..... | 4015 | B6.50/20 | DB6.50/20 | Lyc | 6-3⅜x4½ | War | U | 4 No | Cla | SF | H | 6.37 | 22.0 | 7½x2¾x3½ | T |
| 39 | .....29X | 2 | | 1695 | 145 | 190 | ..... | 4990 | B7.00/20 | DB7.00/20 | Lyc | 6-3¾x4½ | Ful | U | 4 No | Cla | SF | H | 6.37 | 44.4 | 7½x2¾x3½ | T |
| 40 | .....32X | 2½ | | 1990 | 165 | 220 | ..... | 5260 | B7.00/20 | DB7.00/20 | Lyc | 6-3¾x4½ | Fu | U | 4 No | Cla | SF | R | 6.37 | 44.4 | 7¼x2¾x¼ | T |
| 41 | .....58-8 | 2½ | | 2390 | 170 | 226 | ..... | 5970 | B7.50/20 | DB7.50/20 | Lyc | 8-3⅜x4½ | Fu | U | 4 No | Cla | SF | H | 7.25 | 47.0 | 9x2¾x⅜ | T |
| 42 | .....18X | 3 | | 2690 | 165 | 220 | ..... | 6400 | B7.50/20 | DB7.50/20 | Lyc | 6-3⅞x5 | Fu | U | 4 No | Tim | WF | R | 7.25 | 47.5 | 9x2¾x⅜ | T |
| 43 | .....48-8 | 3 | | 2990 | 170 | 241 | ..... | 6750 | B8.25/20 | DB8.25/20 | Lyc | 8-3¾x4¾ | BL | U | 4 No | Cla | SF | F | 7.12 | 50.1 | 9x2¾x⅜ | T |
| 44 | .....19X | 3 1/4 | | 3690 | 165 | 235 | ..... | 7110 | B9 00/20 | DB9.00/20 | Lyc | 6-3¾x5 | Fu | U | 4 A 3 | Tim | WF | R | 7.25 | 127. | 9x2¾x⅜ | T |
| 45 | .....38-6 | 3½ | | 3990 | 170 | 241 | ..... | 7600 | B9.00/20 | DB9.00/20 | Wau | 6-4⅜x5½ | BL | U | 4 A 3 | Tim | DF | . | 7.3 | 147. | 9x2¾x⅜ | T |
| 46 | .....38-8 | 3½ | | 3990 | 170 | 241 | ..... | 7600 | B9.00/20 | DB9.00/20 | Lyc | 8-3¾x4¾ | BL | U | 4 A 3 | Tim | DF | . | 7.3 | 147. | 9x2¾x⅜ | T |
| 47 | .....31X | 5 | | 5190 | 165 | 235 | ..... | 9340 | B9.75/20 | DB9.75/20 | Wau | 6-4⅝x5½ | BL | U | 4 A 3 | Tim | WF | R | 8.2 | 15.1 | 9⅛x2¾x⅛ | T |
| 48 | .....27XS | 7 | | 6190 | 165 | 235 | ..... | 10300 | B10.50/24 | DB10.50/24 | Wau | 6-4⅝x5½ | BL | U | 4 A 3 | Tim | WF | R | 6.56 | 93.8 | 9⅛x2¾x⅛ | T |
| 49 | Studebaker.....S21 | 1½ | | 670 | 130 | 165 | 8000 | 3110 | B6.00/20 | P32x6 | Own | 6-3¼x4⅝ | War T9 | U | 4 No | Cla B373 | SF | H | 5.66 | 35.8 | 6x2¾x⅜ | T |
| 50 | .....S41 | 2 | | 895 | 141 | 165 | 10000 | 3930 | B6.50/20 | DB6.50/20 | Own | 6-3¼x4⅝ | War T9 | U | 4 No | Tim 54200 | SF | H | 6.8 | 43. | 5.7x2¾x⅜ | T |
| 51 | .....S120 | 3 | | 1350 | 141 | 183 | 16000 | 4855 | B6.50/20 | DP32x6 | Own | 6-3¼x4⅝ | War T9 | U | 4 A 2 | Tim 58200 | SF | H | 6.8 | 66.1 | 8x2¾x¼ | T |
| 52 | Walter.....FN | 2½-3 | | 4500 | 120 | 144 | 15000 | 6500 | B9.00/20 | B9.00/20 | Own 6MK | 6-4½x4¾ | Own FN | U | 5 No | Own FN | 2D | H | 7.0 | 70.0 | 7x2¼x⅛ | P |
| 53 | .....FM | 3½-4 | | 5500 | 120 | 144 | 18000 | 7500 | B9.00/20 | DB9.00/20 | Own 6SRL | 6-4½x5½ | Own FM | U | 5 No | Own FM | 2D | H | 6.00 | 60.0 | 12x2¾x¼ | P |
| 54 | .....FKD | 4-6 | | 6300 | 118 | 136 | 24000 | 8500 | B9.00/24 | DB9.00/24 | Own 6SRL | 6-4½x5½ | Own FK | U | 5 No | Own FK | 2D | H | 8.50 | 85.0 | 11x3x¼ | P |
| 55 | .....FCS | 5-7 | | 7200 | 136 | 160 | 27000 | 9500 | B9 75/24 | DB9.75/24 | Own 6SRK | 6-4½x5½ | Own FK | U | 5 No | Own FH | 2D | H | 8.5 | 85.0 | 13x3x¼ | P |
| 56 | .....FBS | 5-7 | | 7900 | 136 | 160 | 27000 | 9500 | B9.75/24 | DB9.75/24 | Own 6RB | 6-5x5¾ | Own FH | U | 5 No | Own FH | 2D | H | 8.5 | 85.0 | 13x3x¼ | P |
| 57 | .....FBRS | 7-9 | | 8300 | 136 | 160 | 32000 | 10500 | B10.50/24 | DB10.50/24 | Own 6RB | 6-5x5¾ | Own FH | U | 5 No | Own FHR | 2D | H | 8.5 | 85.0 | 13x3x¼ | P |
| 58 | White (12).....60K | 1¼-1½ | | 1850 | 112 | 112 | ..... | 3905 | B7 00/20 | B7 00/20 | Own 2A | 6-3½x4½ | Own 3BC | U | 3 No | Own 4C | S½ | H | 5.87 | 22.2 | 5x3x⅜ | C |
| 59 | .....601 | 1¼-1½ | | 1850 | 138 | 157 | ..... | 4210 | B7.50/20 | B7.50/20 | Own 2A | 6-3½x4½ | Own 5B | U | 4 No | Own 4C | S½ | H | 4.73 | 19.5 | 6x2⅝x⅜ | C |
| 60 | .....161 | 1¼-1½ | | 1700 | 138 | 157 | ..... | 4420 | B7.50 20 | B7.50/20 | Own GRCB | 4-4x5¾ | Own 8B | U | 4 No | Own 4C | S½ | H | 4.73 | 19.5 | 6x2⅝x⅜ | C |
| 61 | .....602 | 1½-2 | | 2050 | 138 | 157 | ..... | 4500 | B7.00/20 | DB7.00/20 | Own 2A | 6-3½x4½ | Own 5B | U | 4 No | Own 4CB | S½ | H | 4.73 | 19.5 | 6x2⅝x⅜ | C |
| 62 | .....162 | 1½-2 | | 1900 | 138 | 157 | ..... | 4710 | B7 00/20 | DB7.00/20 | Own GRCB | 4-4x5¾ | Own 8B | U | 4 No | Own 4CB | S½ | H | 4.73 | 19.5 | 6x2⅝x⅜ | C |
| 63 | .....611 | 2-2½ | | 2450 | 141 | 196 | ..... | 4960 | B7.00/20 | DB7.00/20 | Own 4A | 6-3¾x4½ | Own 5B | U | 4 No | Own 7C | S½ | H | 5.67 | 23.4 | 6¾x3⅞x¼ | C |
| 64 | .....211 | 2-2½ | | 2300 | 148 | 198 | ..... | 5170 | B7.00/20 | DB7.00/20 | Own GRCB | 4-4x5¾ | Own 8B | U | 4 No | Own 7C | S½ | H | 5.67 | 23.4 | 6¾x3⅞x¼ | C |
| 65 | .....56 | 2-2½ | | 3125 | 165 | 175 | ..... | 5276 | S36x4 | S36x7 | Own GRC | 4-4x5¾ | OwnGRBB | U | 4 No | Own 3C | S½ | H | 6.33 | 26.2 | 7x3x¼ | C |
| 66 | .....612 | 2½-3 | | 2800 | 148 | 196 | ..... | 5295 | B7.50/20 | DB7.50/20 | Own 4A | 6-3¾x4½ | Own 5B | U | 4 No | Own 7CB | S½ | H | 5.67 | 23.4 | 6¾x3⅞x¼ | C |
| 67 | .....212 | 2½-3 | | 2650 | 148 | 198 | ..... | 5500 | B7.50/20 | DB7.50/20 | Own GRCB | 4-4x5¾ | Own 8B | U | 4 No | Own 7CB | S½ | H | 5.67 | 23.4 | 6¾x3⅞x¼ | C |
| 68 | .....620 | 2½-3 | | 4350 | 157 | 195 | ..... | 7430 | B8.25/20 | DB8.25/20 | Own 3AD | 6-4x5¼ | Own 4B | U | 4 No | Own 14C | SF | R | 6.38 | 41.8 | 7¼x2¼x⅜ | C |
| 69 | .....51A | 2½-4 | | 3750 | 170 | 190 | ..... | 6438 | S36x5° | S36x8° | Own GRB | 4-4¼x5¾ | OwnGRBA | U | 4 No | Own 51A | S½ | R | 7.14 | 35.6 | 8x3x¼ | C |
| 70 | .....618 | 3-4 | | 3600 | 166 | 206 | ..... | 6675 | B9.00/20 | DB9.00/20 | Own 4AB | 6-3¾x4 | Own 11BA | U | 5 No | Own 14CB | 2F | R | 8.15 | 61.8 | 8x3¾x¼ | C |
| 71 | .....621 | 3-4 | | 4650 | 157 | 195 | ..... | 7945 | B9.00/20 | DB9.00/20 | Own 3AD | 6-4x5¼ | Own 4B | U | 4 No | Own 10C | SF | R | 6.33 | 41.4 | 7¼x2¼x⅞ | C |
| 72 | .....630 | 3-4½ | | 5000 | 168 | 215 | ..... | 8500 | B9.00/20 | DB9.00/20 | Own 3AD | 6-4x5¼ | Own 4B | U | 4 No | Own 10C | SF | R | 6.33 | 41.4 | 8x3x¼ | C |
| 73 | .....640 | 3-4½ | | 6100 | 180 | 214 | ..... | 9200 | B9.00/20 | DB9.00/20 | Own 1AB | 6-4⅜x5¾ | Own 7B | U | 4 No | Own 10C | SF | R | 5.18 | 33.9 | 8½x3⅞x¼ | C |
| 74 | .....58 | 3-5 | | 4400 | 180 | 195 | ..... | 7797 | S36x5° | DS36x5° | Own GRB | 4-4¼x5¾ | Own 4B | U | 4 No | Own 2C | 2F | R | 7.6 | 49.7 | 8½x3⅞x¼ | C |
| 75 | .....58-8S | 7½ | | 5300 | 196 | 196 | ..... | 9300 | B10.50/24 | DB10.50/24 | Own GRB | 4-4¼x5¾ | Own 4B | U | 4 No | Own 6C | 2F | R | 11.8 | 77.5 | 10½x3⅞x⅜ | I |
| 76 | .....55 | 5 | | 4650 | 174 | 215 | ..... | 8737 | S36x5° | DS40x5 | Own GRB | 4-4¼x5¾ | OwnGRBA | U | 4 No | Own 55 | 2F | R | 10.1 | 66.1 | 8x18. 4 lb. | I |
| 77 | .....631 | 3½-6 | | 5750 | 168 | 215 | ..... | 9000 | B9.75/20 | DB9.75/20 | Own 3AD | 6-4x5¼ | Own 4B | U | 4 No | Own 2C | 2F | R | 8.70 | 56.9 | 8x3x¼ | C |
| 78 | .....641 | 3½-6 | | 6450 | 180 | 214 | ..... | 9700 | B9.75/20 | DB9.75/20 | Own 1AB | 6-4⅜x5¾ | Own 7B | U | 4 No | Own 2C | 2F | R | 7.16 | 46.9 | 8½x3⅞x¼ | C |
| 79 | .....642 | 4-7½ | | 6750 | 180 | 214 | ..... | 10600 | B9.75/24 | DB9.75/24 | Own 1AB | 6-4⅜x5¾ | Own 7B | U | 4 No | Own 13C | 2F | R | 10.2 | 66.5 | 8½x3⅞x¼ | C |
| 80 | .....52 | 5-7½ | | 5100 | 174 | 215 | ..... | 9409 | S36x6° | S40x12 | Own GRB | 4-4¼x5¾ | OwnGRBA | U | 4 No | Own 52 | 2F | R | 11.7 | 58.4 | 8x18. 4 lb. | I |
| 81 | .....643 | 5-9 | | 6950 | 180 | 214 | ..... | 10900 | B10.50/24 | DB10.50/24 | Own 1AB | 6-4⅜x5¾ | Own 7B | U | 4 No | Own 13C | 2F | R | 10.2 | 66.5 | 8½x3⅞x¼ | C |
| 82 | .....691 | 7-9 | | 7250 | 129 | 129 | ..... | 12200 | B10.50/24 | DB10.50/24 | Own 5AD | 6-4⅝x5¾ | Own 10BB | U | 5 No | Own 13CB | 2F | R | 10.2 | 63.4 | 8½x3¾x⅝ | C |
| 83 | Willys Over. 6..C113 | ½ | | 415 | 113 | 113 | 4000 | 1875 | B5.00/19 | B5.00/19 | Own C113 | 6-3¼x3⅞ | Own C113 | U | 3 No | Own C113 | S½ | H | 4.6 | 12.4 | 5½x2¼x⅜ | C |
| 84 | .....C131 | 1½ | | 595 | 131 | 131 | 7600 | 2750 | B5.50/20 | P32x6 | Own C131 | 6-3¼x3⅞ | War T9 | U | 4 No | Cla B373B | SF | H | 6.3 | 40.8 | 6x2¾x⅜ | C |
| 85 | .....C157 | 1½ | | 675 | 157 | 157 | 8300 | 3050 | B6.00/20 | DB6.00/20 | Own C157 | 6-3¼x3⅞ | War T9 | U | 4 No | Cla B373B | SF | H | 6.3 | 40.8 | 7¼x2¾x⅜ | C |
| 86 | World.....DA-60 | 1 | | 1195 | 150 | 166 | 8500 | 3650 | B6.00/20 | DB6.00/20 | Lyc WTG | 6-3x4¾ | WG T9 | U | 4 No | Tim 53200H | SF | H | 6.38 | 40.8 | 6¾x2¾x⅜ | T |
| 87 | .....DB-60 | 1½ | | 1545 | 150 | 166 | 10000 | 3900 | B6.50/20 | DB6.50/20 | Lyc 48L | 6-3¼x4½ | WG T9 | U | 4 No | Tim 53200H | SF | H | 6.38 | 40.8 | 6¾x2¾x⅜ | T |
| 88 | .....DC-60 | 2 | | 1845 | 150 | 164 | 12000 | 4450 | B7.00/20 | DB7.00/20 | Lyc 48L | 6-3¼x4½ | WG T9 | U | 4 No | Tim 54200H | SF | H | 6.8 | 43. | 5.6x3¼ | T |
| 89 | .....DA-88 | 2 | | 2300 | 151 | 167 | 12000 | 4732 | B7.50/20 | DB7.50/20 | Lyc GU | 8-3¼x4 | Fu MLU | U | 4 No | Tim 54200H | SF | H | 6.8 | 44.2 | 6x3¼x¼ | T |
| 90 | .....DB-88 | 2½ | | 2595 | 164 | 178 | 13500 | 5040 | B8.25/20 | DB8.25/20 | Lyc GU | 8-3x4¾ | Fu MLU | U | 4 No | Tim 56200H | SF | R | 7.4 | 48.1 | 7x3x¼ | T |
| 91 | .....DC-88 | 3 | | 3295 | 164 | 182 | 15000 | 5400 | P34x7 | DP34x7 | Lyc HD | 8-3¼x4½ | Fu MGU | U | 4 No | Tim 56200H | SF | R | 7.4 | 48.1 | 7x3x¼ | T |
| 92 | .....DA-115 | 4 | | 3595 | 168 | 182 | 17500 | 6100 | P36x8 | DP36x8 | Lyc HD | 8-3¼x4½ | Fu MGU | U | 4 No | Tim 58200H | SF | R | 7.8 | 50.7 | 8x3x¼ | T |
| 93 | .....DB-115 | 5 | | 3895 | 165 | 191 | 20000 | 6550 | P36x8 | DP36x8 | Lyc HD | 8-3¼x4½ | Fu MGU | U | 4 No | Tim 65706D | WF | R | 8.5 | 55.2 | 8x3x¼ | T |
| | **Six-Wheelers** | | | | | | | | | | | | | | | | | | | | |
| 94 | Autocar...6GE | | 15 | 11000 | 198 | 234 | ..... | 16300 | B9.75/22 | DB9.75/22 | Ste LT | 6-5¼x6 | BL 734 | U | 4 A 3 | Tim SW410 | WF | R | 8.2 | 99.6 | 10½x3x⅞ | T |
| 95 | Chicago. 1-56-D | 4 | 10 | 6000 | 198 | 222 | 39000 | 12740 | B9.75/20 | DB9.75/20 | Wau 6SRL | 6-4⅜x5½ | BL 60 | A | 7 No | Tim 300W | WF | R | 7.75 | 73.6 | 8x3½x⅞ | T |
| 96 | Corbitt..20SW6 | 4R | 3-5 | 5720 | Op | Op | 26000 | 9000 | B7.50/20 | DB7.50/20 | Con 20R | 6-4⅛x4⅜ | BL 615 | U | 5 No | Tim SW150W | w/2F | H | Opt | Opt | 8x3½x¼ | T |
| 97 | .....28SW6 | 4R | 5-7½ | 6380 | Op | Op | 33000 | 10000 | P34x7 | DP34x7 | Con 21R | 6-4⅜x4¾ | BL 607 | A | 7 No | Tim SW250W | w/2F | H | Opt | Opt | 8x3x⅞ | T |
| 98 | .....36SW6 | 4R | 7½-10 | 8800 | Op | Op | 40500 | 11500 | B36x8 | DP36x8 | Con 21R | 6-4⅜x4¾ | BL 607 | A | 7 No | Tim SW310W | w/2F | R | Opt | Opt | 10½x3½x⅞ | T |
| 99 | .....40SW6 | 4R | 10-15 | 11000 | Op | Op | 54200 | 13000 | P38x9 | DP38x9 | Con 16H | 6-4¾x5¾ | BL 707 | A | 7 No | Tim SW410W | w/2F | R | Opt | Opt | 10½x3½x⅞ | T |
| 100 | Day Elder..285 | 4R | 8 | 5295 | 164 | 232 | 28500 | 12000 | B8.25/20 | DB8.25/20 | Con 21R | 6-4¾x4¾ | BL 538 | A | 5 No | Tim SwD210h | WF | R | 7.5 | 71.2 | 10x3¾x⅞ | C |
| 101 | .....345 | 4R | 10 | 6395 | 164 | 232 | 34500 | 12500 | B9.00/20 | DB9.00/20 | Con 21R | 6-4¾x4¾ | BL 748 | A | 7 No | Tim Swd310w | WF | R | 8.5 | 79.9 | 10x3¾x⅞ | C |
| 102 | .....402 | 4R | 12 | 7495 | 164 | 232 | 40200 | 14200 | B9.75/20 | DB9.75/20 | Con 16H | 6-4¾x5¾ | BL 748 | A | 7 No | Tim Swd410w | WF | R | 9.0 | 84.6 | 10x3¾x⅞ | C |
| 103 | Diamond T..801 | 4R | 4 | 4140 | 189 | 219 | 21000 | 8500 | P36x8 | P36x8 | Her YXC | 6-4⅝x4¾ | BL 55 | A | 7 No | Own | WF | H | Opt | Opt | 6½x3x¼ | P |
| 104 | .....1201 | 4R | 6 | 5600 | 180 | 210 | 28000 | 11000 | P34x7 | DP34x7 | Her RXB | 6-4½x5¼ | BL 60 | A | 7 No | Tim SW200 | WF | R | Opt | Opt | 9x3½x¼ | P |
| 105 | .....1602 | 4R | 8 | 6400 | 175 | 210 | 36000 | 11700 | P36x8 | DP36x8 | Her RXC | 6-4⅝x5¼ | BL 60 | A | 7 No | Tim SW310 | WF | R | Opt | Opt | 9x3½x¼ | P |
| 106 | .....1603 | 4R | 8 | 7500 | 184 | 224 | 36000 | 12500 | P36x8 | DP36x8 | Wau 6RB | 6-5x5¾ | BL 70 | A | 7 No | Tim SW310 | WF | R | Opt | Opt | 9x3½x¼ | P |
| 107 | Dodge Bros..UGS50 | 1½-3 | | 875 | 153 | 153 | 12000 | 3575 | B6.00/20 | P32x6 | Own | 4-3¾x4¾ | Own | U | 4 No | Own | SF | H | 5.85 | 36.1 | 7⅞x2¾x⅜ | C |
| 108 | .....GS50 | 1½-3 | | 935 | 153 | 153 | 12000 | 3650 | B6.00/20 | P32x6 | Own | 6-3¼x4¼ | Own | U | 4 No | Own | SF | H | 5.85 | 36.1 | 7⅞x2¾x⅜ | C |
| 109 | .....GS55 | 2-4 | | 1260 | 158 | 158 | 14575 | 4450 | B7.00/20 | DB7.00/20 | Own | 6-3¼x4⅝ | Own | U | 5 No | Own | SF | H | 6.37 | 50.9 | 8½x2⅜x⅜ | C |
| 110 | Douglas....F66 | 4R | 5 | 7900 | 210 | Op | 36000 | 10000 | P36x8 | DP36x8 | Bud GL6 | 6-4½x6 | Fu HOG | U | 8 A 8 | Wis 8017 | WF | R | 7.75 | 72.7 | 10x2½x⅞ | T |
| 111 | Federal..D2SW | 2R | 3 | 1050 | 140 | 182 | 13750 | 3925 | B6.00/20 | P32x6 | Con W10 | 4-3¼x4¼ | WG T9 | U | 4 No | Cla B373A | SF | H | 6.38 | 40.8 | 6x2¾x¼ | T |
| 112 | .....E2SW | 2R | 3 | 1150 | 145 | 187 | 13750 | 3975 | B6.00/20 | P32x6 | Con 17E | 6-3½x4 | WG T9 | U | 4 No | Cla B373A | SF | H | 6.38 | 40.8 | 6x2¾x¼ | C |
| 113 | .....D2D | 4R | 3 | 1350 | 140 | 182 | 14000 | 4235 | B6.00/20 | DP32x6 | Con W10 | 4-3¼x4¼ | WG T9 | U | 4 No | Cla B373A | BF | H | 6.38 | 40.8 | 6x2¾x¼ | C |
| 114 | .....E2D | 4R | 3 | 1450 | 145 | 187 | 14000 | 4310 | B6.00/20 | P32x6 | Con 17E | 6-3½x4 | WG T9 | U | 4 No | Cla B373A | BF | H | 6.38 | 40.8 | 6x2¾x¼ | C |
| 115 | .....A6SW | 2R | 4 | 1925 | 164 | 182 | 18500 | 6050 | P32x6 | DP32x6 | Con 16C | 6-3¾x4⅝ | Own 7776 | A | 4 No | Cla B610A | BF | H | 6.38 | 38.5 | 6x3¼x¼ | C |
| 116 | .....A600SW | 2R | 4½-5 | 2395 | 170 | 206 | 20000 | 7300 | B7.50/20 | DB7.50/20 | Con E601 | 6-3⅞x4½ | Own 7784 | A | 4 No | Cla B642 | BF | H | 7.16 | 46.7 | 6x3½x¼ | P |
| 117 | .....A600D | 4R | 4½-5 | 2795 | 170 | 206 | 20000 | 7700 | B7.50/20 | DB7.50/20 | Con E601 | 6-3⅞x4½ | Own 7784 | A | 4 No | Cla B642 | BF | H | 7.16 | 46.7 | 6x3½x¼ | P |
| 118 | .....T10SW | 2R | 7 | 3895 | 188 | 224 | 28 .00 | 9600 | P34x7 | DP34x7 | Con 18 | 6-4x4½ | BL 607 | A | 7 No | Tim 58200H | BF | H | 7.8 | 74.1 | 7½x3½x¼ | P |
| 119 | FWD.....MX6 | 6 | 10-15 | 12255 | 200 | Op | 48000 | 17800 | B13.50/20 | DB13.50/20 | Wau RB | 6-5x5¾ | BL 714 | U | 4 A 2 | Wis 131TW | 2F | H | 8.36 | 173. | 10x3x⅜ | C |
| 120 | .....X6 | 4F | 6-10 | 7385 | 170 | Op | 36000 | 12650 | B9.75/20 | DB9.75/20 | Wau SRK | 6-4½x5½ | Own U | A | 5 Op | Own X | BF | H | 7.35 | 73 | 7x3x⅜ | C |

| Line Number | ENGINE DETAILS: Piston Displacement | Compression Ratio | Torque lb. ft. | N.A.C.C. Rated H.P. | Max. Brake H.P. at R.P.M. Given | Valve Arrangement | Camshaft Drive | Piston Material | MAIN BEARINGS: Number and Diameter | MAIN BEARINGS: Length | Oiling System Type | Governor Make | FUEL SYST.: Carburetors Make | FUEL SYST.: Fuel Feed | ELECTRICAL: Ignition System Make | ELECTRICAL: Generator, Starter Make | Clutch Type and Make | Radiator Make | Universals Make | FRONT AXLE: Make and Model | Steering Gear Make | BRAKES: SERVICE: Make, Location Type Operation | BRAKES: SERVICE: Lining Area | BRAKES: SERVICE: Drum Material | Hand Type, Location | BODY MOUNTING DATA: Cab to Rear of Frame | BODY MOUNTING DATA: Cab to Rear Axle | BODY MOUNTING DATA: Width of Frame | SPRINGS: Front | SPRINGS: Rear | SPRINGS: Auxiliary Type |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 358 | 4.9 | 230 | 36.4 | 110–2800 | L | G | A | 9–2⅝ | 12 | FP | EV | Sch | M | DR | DR | dp.Lo | Mc | Cle | Own | Ros | L4IHV | 390 | a | FD | 143 | 83 | 34 | 44x3 | 56x3½ | ½ |
| 2 | 248 | 5.1 | 150 | 27.3 | 65–2600 | L | G | C | 7–2⅝ | 10⅝ | FP | No | Zen | G | DR | DR | P.BB | Yo | Spi | Tim | Ros | L4IH | 380 | G | TX | 129½ | Opt | 31½ | 40x2½ | 50x3 | ½ |
| 3 | 298 | 4.7 | 192 | 33.7 | 66–2200 | L | G | C | 7–2⅝ | 13¼ | PC | No | Zen | G | AL | AL | D.BB | Yo | Spi | Tim | Ros | L4IHV | 452 | G | TX | 129½ | Opt | 31½ | 40x2½ | 50x3 | ½ |
| 4 | 339 | 4.7 | 225 | 38.4 | 73–2200 | L | G | C | 7–2⅝ | 13¼ | PC | Mo | Zen | G | AL | AL | D.Fu | Yo | Spi | Tim | Ros | L4IHV | 578 | G | TX | 106 | Opt | 31½ | 40x2½ | 50x3 | ½ |
| 5 | 339 | 4.7 | 225 | 38.4 | 73–2200 | L | G | C | 7–2⅝ | 13¼ | PC | Mo | Zen | G | AL | AL | D.Fu | Yo | Spi | Tim | Ros | L4IHV | 658 | G | TX | 106 | Opt | 31½ | 40x2½ | 50x3 | ½ |
| 6 | 339 | 4.7 | 225 | 38.4 | 73–2200 | L | G | C | 7–2⅝ | 13¼ | PC | Mo | Zen | G | AL | AL | D.Fu | Yo | Spi | Tim | Ros | L4IHV | 658 | G | TX | 106 | Opt | 31½ | 40x2½ | 50x3 | ½ |
| 7 | 360 | 4.7 | 238 | 40.3 | 80–2200 | L | G | C | 7–2⅝ | 13¼ | PC | Mo | Zen | G | AL | AL | D.Fu | Yo | Spi | Shu | Ros | L4IHV | 768 | H | TD | 106 | Opt | 31½ | 40x2½ | 50x3 | ½ |
| 8 | 428 | 4.4 | 280 | 45.9 | 93–2200 | L | G | C | 7–3 | 15 | PC | Mo | Zen | G | AL | AL | D.Fu | Yo | Spi | Shu | Ros | L4IH | 768 | H | TD | 106 | Opt | 31½ | 40x2½ | 50x3 | ½ |
| 9 | 428 | 4.4 | 280 | 45.9 | 93–2200 | L | G | C | 7–3 | 15 | PC | Mo | Zen | G | AL | AL | D.Fu | Yo | Spi | Shu | Ros | L4IHV | 893 | G | TD | 106 | Opt | 31½ | 40x2½ | 50x3 | ½ |
| 10 | 529 | 4.9 | 355 | 51.2 | 115–2200 | L | G | C | 7–3 | 15 | PC | Mo | Zen | G | AL | AL | D.Fu | Yo | Spi | Shu | Own | Ws4IA | 847 | G | TD | 118 | Opt | 31½ | 42x3 | 60x3½ | ½ |
| 11 | 478 | 4.4 | 318 | 51.2 | 103–2200 | L | G | C | 7–3 | 15 | PC | Mo | Zen | G | AL | AL | D.Fu | Yo | Spi | Tim | Ros | L4IH | 768 | G | TD | 91¾ | Opt | 31½ | 40x2½ | 50x3 | ½ |
| 12 | 478 | 4.4 | 318 | 51.2 | 103–2200 | L | G | C | 7–3 | 15 | PC | Mo | Zen | G | AL | AL | D.Fu | Yo | Spi | Tim | Ros | L4IH | 893 | H | TD | 92⅞ | Opt | 31½ | 40x2½ | 50x3 | ½ |
| 13 | 214 | 5.0 | 137 | 28.0 | 72–3300 | L | C | A | 4–2⅜ | 6⅜ | CC | .... | Zen | M | DR | DR | P.Lo | Pe | Spi | Tim 30000H | Ros | L4IH | 269 | P | TX | 96 | 57 | 34 | 38x2¼ | 50x2½ | N |
| 14 | 214 | 5.0 | 137 | 28.0 | 72–3300 | L | C | A | 4–2⅜ | 6⅜ | CC | .... | Zen | M | DR | DR | P.Lo | Pe | Spi | Tim 30000H | Ros | L4IH | 269 | P | TX | 96 | 57 | 34 | 38x2¼ | 50x2½ | ½ |
| 15 | 255 | 5.0 | 175 | 28.0 | 68–2600 | L | G | C | 4–2⅜ | 7⅜ | CC | .... | Zen | M | DR | DR | P.Lo | Pe | Spi | Tim 31000H | Ros | L4IH | 282 | P | TX | 96 | 57 | 34 | 38x2¼ | 50x2½ | ½ |
| 16 | 358 | 4.4 | 230 | 38.4 | 80–2500 | L | G | C | 7–2⅝ | 12½ | CC | Ha | Zen | M | DR | DR | D.Own | Mo | Spi | Tim 31000H | Ros | L4IH | 330 | a | CX | 144 | 91 | 34 | 42x2½ | 54x3 | ½ |
| 17 | 358 | 4.4 | 230 | 38.4 | 80–2500 | L | G | C | 7–2⅝ | 12½ | CC | Ha | Zen | M | DR | DR | D.Own | Mo | Spi | Tim 33000H | Ha | L4IHV | 396 | a | CX | 144 | 91 | 34 | 42x2½ | 54x3 | ½ |
| 18 | 358 | 4.4 | 230 | 38.4 | 80–2500 | L | G | C | 7–2⅝ | 12½ | CC | Ha | Zen | M | DR | DR | D.Own | Mo | Spi | Tim 33000H | Ha | L4IH | 392 | a | CX | 144 | 91 | 34 | 42x2½ | 54x3 | ½ |
| 19 | 381 | 4.4 | 240 | 40.8 | 85–2500 | L | G | C | 7–2⅝ | 12½ | CC | Ha | Zen | M | DR | DR | D.Own | Mo | Spi | Tim 33000H | Ha | O21MV | 466 | s | JX | 144 | 91 | 34 | 42x2½ | 54x3 | ½ |
| 20 | 381 | 4.4 | 240 | 40.8 | 85–2500 | L | G | C | 7–2⅝ | 12½ | CC | Ha | Zen | M | DR | DR | D.Own | Mo | Spi | Tim 33000H | Ha | L4IH | 397 | a | CX | 144 | 91 | 34 | 42x2½ | 54x3 | ½ |
| 21 | 462 | 4.5 | 300 | 45.9 | 102–2400 | L | G | C | 7–3 | 13⅛ | CC | Ha | Zen | M | DR | DR | D.Own | Mo | Spi | Tim 35000H | Ros | L4IHV | 664 | a | CX | 172 | 108 | 34 | 48x3 | 54x3 | ½ |
| 22 | 381 | 4.4 | 240 | 40.8 | 85–2500 | L | G | C | 7–2⅝ | 12½ | CC | Ha | Zen | M | DR | DR | D.Own | Mo | Spi | Tim 35000H | Ros | O21MV | 576 | a | JX | 172 | 108 | 34 | 48x3 | 54x3 | ½ |
| 23 | 411 | 4.6 | 260 | 40.8 | 91–2400 | L | G | A | 7–3 | 13½ | CC | Ha | Zen | M | DR | DR | D.Own | Mo | Spi | Tim 35000N | Ros | O21MV | 562 | s | JX | 172 | 108 | 34 | 48x3 | 54x3 | ½ |
| 24 | 462 | 4.5 | 300 | 45.9 | 102–2400 | L | G | C | 7–3 | 13⅞ | CC | Ha | Zen | M | DR | DR | D.Own | Mo | Spi | Tim 35000H | Ros | L4IHV | 664 | a | CX | 172 | 108 | 34 | 48x3 | 54x3 | ½ |
| 25 | 462 | 4.5 | 300 | 45.9 | 102–2400 | L | G | C | 7–3 | 13⅞ | CC | Ha | Zen | M | DR | DR | D.Own | Mo | Spi | Tim 35000N | Ros | O21MV | 576 | a | JX | 172 | 108 | 34 | 48x3 | 54x3 | ½ |
| 26 | 462 | 4.5 | 300 | 45.9 | 102–2400 | L | G | C | 7–3 | 13⅞ | CC | Ha | Zen | M | DR | DR | D.Own | Mo | Spi | Tim 35000N | Ros | O21MV | 658 | s | JX | 172 | 108 | 34 | 48x3 | 54x3 | ½ |
| 27 | 462 | 4.5 | 300 | 45.9 | 102–2400 | L | G | C | 7–3 | 13⅞ | CC | Ha | Zen | M | DR | DR | D.Own | Mo | Spi | Tim 26450TN | Ros | Ws4IA | 690 | a | CX | 172 | 108 | 34 | 48x3 | 60x4 | ½ |
| 28 | 462 | 4.5 | 300 | 45.9 | 102–2400 | L | G | C | 7–3 | 13⅞ | CC | Ha | Zen | M | DR | DR | D.Own | Mo | Spi | Tim 26450N | Ros | O21MV | 500 | s | JX | 172 | 108 | 34 | 48x3 | 54x3 | ½ |
| 29 | 489 | 4.5 | 295 | 43.4 | 90–2000 | L | G | C | 4–3½ | 11⅜ | CC | Ha | Zen | M | DR | DR | D.Own | Mo | Spi | Tim 26450N | Ros | O21MV | 666 | s | JX | 168 | 107 | 34 | 48x3 | 54x3 | ½ |
| 30 | 549 | 4.5 | 330 | 48.6 | 99–2000 | L | G | C | 4–3½ | 11⅜ | CC | Ha | Zen | M | DR | DR | D.Own | Mo | Spi | Tim 26450N | Ros | O21MV | 666 | s | JX | 168 | 107 | 34 | 48x3 | 54x3 | ½ |
| 31 | 549 | 4.5 | 330 | 48.6 | 99–2000 | L | G | C | 4–3½ | 11⅜ | CC | Ha | Zen | M | DR | DR | D.Own | Mo | Spi | Tim 27050TW | Ros | Ws4IA | 690 | a | CX | 163 | 107 | 34 | 48x3 | 60x4 | ½ |
| 32 | 677 | 4.4 | 440 | 60.0 | 125–2000 | L | G | A | 4–3½ | 11⅜ | CC | Ha | Zen | M | DR | DR | D.Own | Mo | Spi | Tim 27450N | Ros | O21MV | 666 | s | JX | 168 | 107 | 34 | 48x3 | 54x3 | ½ |
| 33 | 672 | 17. | 420 | 57.0 | 125–1800 | . | G | C | 7–3¼ | 16½ | CC | En | . . | . . | CI | LN | P.BL | Mo | Spi | Tim27450TN | Ros | Ws4IA | 718 | a | CX | 163 | 107 | 34 | 48x3 | 60x4 | ½ |
| 34 | 201 | 5.5 | 141 | 21.0 | 60–2600 | L | G | C | 4–2⅜ | 7 | PC | No | Str | P | DR | DR | P.Lo | Pe | Spi | Sal | Ros | B4IM | 257 | E | TX | 90⅞ | 50¼ | 32½ | 38x2¼ | 54x2½ | N |
| 35 | 224 | 4.8 | 142 | 25.2 | 62–2800 | L | G | C | 4–2⅜ | 8¼ | PC | No | Zen | P | DR | DR | P.BB | Fe | Spi | Sal | Ros | B4IM | 257 | E | TX | 92 | 51½ | 32½ | 38x2½ | 50x2½ | N |
| 36 | 224 | 4.8 | 142 | 25.3 | 62–2800 | L | G | C | 4–2⅜ | 8¼ | PC | No | Zen | P | DR | DR | P.BB | Fe | Spi | Sal | Ros | B4IM | 257 | E | TX | 103⅜ | 62¾ | 32½ | 38½x2¼ | 50x2½ | ½ |
| 37 | 242 | 5. | 162 | 27.3 | 65–2800 | L | G | C | 4–2⅜ | 8¼ | PC | No | Zen | P | DR | DR | P.BB | Fe | Spi | Sal | Ros | B4IM | 257 | E | TX | 103¼ | 62½ | 32½ | 38½x2¼ | 50x2½ | ½ |
| 38 | 242 | 5.0 | 162 | 27.3 | 65–2800 | L | G | C | 4–2⅜ | 9½ | CC | No | Zen | P | DR | DR | P.BB | Fe | Spi | Sal | Ros | B4IM | 257 | E | TF | 103¼ | 62⅝ | 32½ | 38½x2¼ | 50x2½ | ½ |
| 39 | 299 | 5.0 | 193 | 33.8 | 85–2750 | L | G | C | 4–2⅝ | 9¼ | FP | Mo | Str | P | DR | DR | D.Fu | Fe | Spi | Cla | Ros | B4IM | 308 | E | TX | 104⅝ | 58⅜ | 32½ | 38x2¼ | 50x3 | ½ |
| 40 | 299 | 5.0 | 193 | 33.8 | 85–2750 | L | G | C | 4–2⅝ | 9¼ | FP | Mo | Str | P | DR | DR | D.Fu | Fe | Spi | Cla | Ros | B4IM | 348 | E | TX | 127⅞ | 79½ | 32½ | 38x2¼ | 50x3 | ½ |
| 41 | 354 | 4.6 | 224 | 36.2 | 90–2750 | L | G | C | 4–2¾ | 10 | FP | Mo | Str | P | DR | DR | D.Fu | Fe | Spi | Tim | Ros | B4IM | 453 | E | TX | 129¾ | 79½ | 32¼ | 40x3 | 56x3 | ½ |
| 42 | 322 | 5.2 | 225 | 36.5 | 100–2800 | L | G | C | 5–2¾ | 11 | CC | Mo | Str | P | DR | DR | D.Fu | Fe | Spi | Cla | Ros | B4IM | 348 | E | TF | 126¾ | 79½ | 32¼ | 40x3 | 50x3 | ½ |
| 43 | 420 | 5.2 | 300 | 14.4 | 130–2800 | L | G | C | 5–2¾ | 12¾ | FP | No | Str | P | DR | DR | P.BL | Fe | Spi | Cla | Ros | B4IMV | 348 | E | TX | 128½ | 73½ | 32¼ | 40x3 | 56x3 | ½ |
| 44 | 354 | 4.6 | 224 | 36.2 | 90–2750 | L | G | C | 4–2¾ | 10 | PS | Mo | Str | P | DR | DR | D.Fu | Fe | Spi | Eat | Ros | B4IM | 453 | E | TX | 126¾ | 76¼ | 32¼ | 40x3 | 56x3 | ½ |
| 45 | 462 | 4.6 | 300 | 15.9 | 100–2000 | L | G | C | 7–3 | 12¾ | FP | Mo | Str | P | DR | DR | D.BL | Fe | Spi | Eat | Ros | B4IMV | 453 | E | TX | 128½ | 75½ | 32¼ | 40x3 | 56x3 | ½ |
| 46 | 420 | 5.2 | 300 | 14.4 | 130–2800 | L | G | C | 5–2¾ | 12¾ | FP | No | Str | P | DR | DR | D.BL | Fe | Spi | Eat | Ros | B4IMV | 453 | E | TX | 128½ | 75½ | 32¼ | 40x3 | 56x3 | ½ |
| 47 | 516 | 4.5 | 330 | 51.2 | 110–2000 | L | G | C | 7–3 | 12⅞ | PS | Wa | Str | P | DR | DR | D.BL | Mo | Spi | Eat | Ros | B4IMV | 565 | E | TX | 128⅞ | 73¼ | 34 | 40x3 | 56x4 | ½ |
| 48 | 516 | 4.5 | 330 | 51.2 | 110–2000 | L | G | C | 7–3 | 12⅞ | FP | Wa | Str | P | DR | DR | D.BL | Mo | Spi | Eat | Ros | Ws4IA | 759 | E | TX | 128⅞ | 73¼ | 34 | 40x3 | 56x4 | ½ |
| 49 | 230 | 4.6 | 154 | 25.4 | 75–3200 | L | C | C | 4–2⅛ | 8¼ | CC | Ha | Str | M | DR | DR | DP.Lo | Mc | Cle | Tim 31010 | Ros | B4IM | 284 | P | 4I | 97⅞ | 60 | 34 | 39x2 | 56x3 | N |
| 50 | 230 | 4.6 | 154 | 25.4 | 75–3200 | L | G | C | 4–2⅛ | 8¼ | CC | Ha | Str | M | DR | DR | DP.Lo | Mc | MM | Tim 31020 | Ros | B4IMV | 420 | P | 4I | 97⅞ | 60 | 34 | 39x2½ | 56x3 | ½ |
| 51 | 230 | 4.6 | 154 | 25.4 | 75–3200 | L | G | C | 4–2⅛ | 8¼ | CC | Ha | Str | M | DR | DR | DP.Lo | Mc | MM | Tim 31020 | Ros | B4IMV | 420 | P | 4I | 97⅞ | 60 | 34 | 39x2½ | 56x3 | ½ |
| 52 | 381 | 4.5 | 240 | 40.0 | 85–2200 | L | G | C | 7–2⅝ | 12⅜ | FP | Ow | Zen | P | DR | DR | P.Ow | Ow | Own | Own FN | Ros | O4FXM | 450 | D | FM | 126 | 84 | 34 | 48x3 | 48x3 | ½ |
| 53 | 462 | 4.5 | 300 | 46.0 | 100–1900 | L | G | C | 7–3 | 13⅞ | FP | Ow | Zen | P | DR | DR | P.Ow | Ow | Own | Own FM | Ros | O4FXM | 450 | D | FM | 126 | 84 | 34 | 48x4 | 48x4 | ½ |
| 54 | 462 | 4.5 | 300 | 46.0 | 100–1900 | L | G | C | 7–3 | 13⅞ | PC | Ow | Zen | V | Sc | DR | P.Ow | Ow | Own | Own F | Ros | O4FXM | 600 | D | FX | 108 | 78 | 36 | 52x4 | 52x4 | ½ |
| 55 | 517 | 4.5 | 330 | 51.0 | 110–1900 | A | C | C | 7–3 | 13⅞ | PC | Ow | Zen | V | Sc | DR | P.Ow | Ow | Own | Own F | Ros | O4FXM | 600 | D | FX | 126 | 96 | 36 | 52x4 | 52x4 | ½ |
| 56 | 677 | 4.5 | 440 | 60.0 | 130–1900 | L | G | C | 7–3½ | 10⅝ | PC | Ow | Zen | P | Sc | DR | P.Ow | Ow | Own | Own F | Ros | O4FXM | 600 | D | FX | 126 | 96 | 36 | 52x4 | 52x4 | ½ |
| 57 | 677 | 4.5 | 440 | 60.0 | 130–1900 | L | G | C | 7–3½ | 10⅝ | PC | Ow | Zen | P | Sc | DR | P.Ow | Ow | Own | Own F | Ros | O4FXM | 600 | D | FX | 126 | 96 | 36 | 52x4 | 52x5 | ½ |
| 58 | 260 | 4.8 | 150 | 29.4 | 54–2100 | L | C | C | 8–2⅝ | 10⅛ | FP | No | Zen | V | DR | DR | P.Ow | Ow | Spi | Own 4D | Ha | L4IH | 276 | a | TX | . . | . . | 34½ | 39x2¼ | 50x2½ | N |
| 59 | 260 | 4.8 | 150 | 29.4 | 54–2100 | L | C | C | 8–2⅝ | 10⅛ | FP | No | Zen | V | DR | DR | P.Ow | Ow | MM | Own 4D | Ha | L4IH | 276 | a | TX | 112 | 58¼ | 34½ | 39x2¼ | 50x2½ | N |
| 60 | 289 | 4.3 | 170 | 25.6 | 45–1800 | L | G | C | 3–2¼ | 11⅜ | FP | Ow | Zen | V | DR | DR | P.Ow | Ow | MM | Own 4D | Ha | L4IH | 276 | a | TX | 112 | 58¼ | 34½ | 39x2¼ | 50x2½ | N |
| 61 | 260 | 4.8 | 150 | 29.4 | 54–2100 | L | C | C | 8–2⅝ | 10⅛ | FP | No | Zen | V | DR | DR | P.Ow | Ow | MM | Own 4D | Ha | L4IH | 276 | a | TX | 112 | 58¼ | 34½ | 39x2¼ | 50x2½ | N |
| 62 | 289 | 4.3 | 170 | 25.6 | 45–1800 | L | G | C | 3–2¼ | 11⅜ | FP | Ow | Zen | V | DR | DR | P.Ow | Ow | MM | Own 4D | Ha | L4IH | 276 | a | TX | 112 | 58¼ | 34½ | 39x2½ | 50x2½ | N |
| 63 | 299 | 4.8 | 190 | 33.7 | 70–2100 | L | C | C | 7–2⅝ | 10⅛ | FP | Ha | Zen | V | DR | DR | P.Ow | Ow | Spi | Own 7D | Ha | L4IH | 343 | a | TX | 115⅞ | 68⅞ | 34⅝ | 41x2½ | 54x3 | N |
| 64 | 289 | 4.3 | 170 | 25.6 | 45–1800 | L | G | C | 3–2¼ | 11⅜ | FP | Ow | Zen | V | DR | DR | P.Ow | Ow | Spi | Own 7D | Ha | L4IH | 343 | a | TX | 115⅞ | 68⅞ | 34⅝ | 41x2½ | 54x3 | N |
| 65 | 289 | 4.3 | 170 | 25.6 | 45–1800 | L | G | C | 3–2¼ | 11⅜ | FP | Ow | Zen | V | EI | ns | P.Ow | Ow | Spi | Own 3D | Ow | O21M | 268 | a | CI | 119⅜ | 81⅜ | 36 | 41½x2½ | 47½x3 | N |
| 66 | 299 | 4.8 | 190 | 33.7 | 70–2100 | L | C | C | 7–2⅝ | 10⅛ | FP | Ha | Zen | V | DR | DR | P.Ow | Ow | Spi | Own 7D | Ha | L4IH | 343 | a | CX | 115⅞ | 68⅞ | 34⅝ | 41x2½ | 54x3 | N |
| 67 | 289 | 4.3 | 170 | 25.6 | 45–1800 | L | G | C | 3–2¼ | 11⅜ | FP | Ow | Zen | V | DR | DR | P.Ow | Ow | Spi | Own 7D | Ha | L4IH | 343 | a | TX | 115⅞ | 68⅞ | 34⅝ | 41x2½ | 54x3 | N |
| 68 | 396 | 4.9 | 250 | 38.4 | 100–2100 | H | C | S | 7–2¾ | 13½ | FP | Ow | Zen | M | DR | DR | P.Ow | Ow | Spi | Own 11D | Ros | L04IHV | 414 | a | CI | 107½ | 67½ | 34 | 41x2½ | 54x3 | N |
| 69 | 326 | 4.3 | 207 | 28.9 | 54–1600 | L | G | C | 3–2¼ | 11⅜ | FP | Ow | Zen | V | EI | ns | P.Ow | Ow | Spi | Own 51A | Ow | O21M | 335 | a | CX | 146 | 84⅜ | 34 | 40½x2½ | 54½x3 | N |
| 70 | 299 | 5.5 | 202 | 33.7 | 77–2400 | L | C | S | 7–2⅝ | 10¼ | FP | Ha | Zen | V | DR | DR | P.Ow | Ow | Spi | Own 11DC | Ros | L04IHV | 414 | a | 2I | 140¼ | 84½ | 34 | 41½x2½ | 54x3 | N |
| 71 | 396 | 4.9 | 250 | 38.4 | 100–2100 | H | C | S | 7–2¾ | 13½ | FP | Ow | Zen | M | DR | DR | P.Ow | Ow | Spi | Own 11D | Ros | L04IHV | 484 | a | CI | 107½ | 67½ | 34 | 41x2½ | 54x3½ | N |
| 72 | 396 | 4.9 | 250 | 38.4 | 100–2100 | H | C | S | 7–2¾ | 13½ | FP | Ow | Zen | M | DR | DR | P.Ow | Ow | Spi | Own 6D | Ros | O4IHV | 553 | a | CI | 144⅞ | 84⅞ | 34⅛ | 42x3 | 56x3½ | ½ |
| 73 | 519 | 4.0 | 333 | 45.9 | 118–2100 | H | C | S | 7–3 | 15⅓ | FP | Ow | Zen | E | LN | LN | dp.Ow | Ow | Spi | Own 6D | Ros | O4IA | 553 | a | CI | 156¾ | 91⅜ | 34⅛ | 42x3 | 56x3½ | ½ |
| 74 | 326 | 4.3 | 207 | 28.9 | 54–1600 | L | G | C | 3–2¼ | 11⅜ | FP | Ow | Zen | V | EI | ns | P.Ow | Ow | Spi | Own 2D | Own | OPXM | 224 | a | 2I | 148½ | 93½ | 34⅛ | 40½x3 | 56x3½ | ½ |
| 75 | 326 | 4.3 | 207 | 28.9 | 54–1800 | L | G | C | 3–2¼ | 11⅜ | FP | Ow | Zen | V | LN | LN | P.Ow | Ow | Spi | Own 9D | Ros | OPXM | 224 | a | 2I | 176 | 120 | 38½ | 42x3 | 57x5 | N |
| 76 | 326 | 4.3 | 207 | 28.9 | 54–1600 | L | G | C | 3–2¼ | 11⅜ | FP | Ow | Zen | V | EI | ns | P.Ow | Ow | Spi | Own 55 | Own | OPXM | 224 | a | 2I | 167⅝ | 107½ | 42½ | 44x3 | 51⅞x5 | N |
| 77 | 396 | 4.9 | 250 | 38.4 | 100–2100 | H | C | S | 7–2¾ | 13½ | FP | Ow | Zen | M | DR | DR | P.Ow | Ow | Spi | Own 9D | Ros | O4IA | 595 | a | CI | 144⅞ | 84⅞ | 34⅛ | 42x3 | 56x3½ | ½ |
| 78 | 519 | 4.0 | 333 | 45.9 | 118–2100 | H | C | S | 7–3 | 15⅓ | FP | Ow | Zen | E | LN | LN | dp.Ow | Ow | Spi | Own 9D | Ros | O4IA | 595 | a | CI | 156¾ | 91¾ | 34⅛ | 42x3 | 56x3½ | ½ |
| 79 | 519 | 4.0 | 333 | 45.9 | 118–2100 | H | C | S | 7–3 | 15⅓ | FP | Ow | Zen | E | LN | LN | dp.Ow | Ow | Spi | Own 9D | Ros | O4IA | 623 | a | CI | 156¾ | 91¾ | 34⅛ | 42x3 | 51⅞x5 | N |
| 80 | 326 | 4.3 | 207 | 28.9 | 54–1800 | L | G | C | 3–2¼ | 11⅜ | FP | Ow | Zen | V | EI | ns | P.Ow | Ow | Spi | Own 52 | Ow | OPXM | 224 | a | 2I | 167⅝ | 107½ | 42½ | 44x3 | 51⅞x5 | N |
| 81 | 519 | 4.0 | 333 | 45.9 | 118–2100 | H | C | S | 7–3 | 15⅓ | FP | Ow | Zen | E | LN | LN | dp.Ow | Ow | Spi | Own 9D | Ros | O4IA | 623 | a | CI | 156¾ | 91¾ | 34⅛ | 42x3 | 51⅞x5 | N |
| 82 | 580 | 4.6 | 385 | 51.3 | 130–2300 | H | C | S | 7–3 | 15⅓ | FP | Ow | Zen | M | DR | LN | P.Ow | Ow | Spi | Own 5D | Ros | O4IA | 623 | a | TD | 100 | 65 | 36 | 44x3 | 55½x5 | N |
| 83 | 193 | 5.2 | 135 | 25.3 | 65–3400 | L | C | C | 4–2⅜ | 6⅓ | CC | No | Ti | M | AL | AL | P.Ow | Fe | Spi | Own C113 | Own | B4IM | 143 | P | 4I | 54⅛ | 27¾ | 43¼ | 36½x1¾ | 51x1¾ | N |
| 84 | 193 | 5.2 | 135 | 25.3 | 65–3400 | L | C | C | 4–2⅜ | 6⅓ | CC | No | Ti | M | AL | AL | P.Ow | Fe | Spi | Own C131 | Own | B4IM | 235 | a | 4I | 86¼ | 51⅞ | 37 | 36x1¾ | 45x2½ | N |
| 85 | 193 | 5.2 | 135 | 25.3 | 65–3400 | L | C | C | 4–2⅜ | 6⅓ | CC | No | Ti | M | AL | AL | P.Ow | Fe | Spi | Own C157 | Own | B4IM | 235 | a | 4I | 121⅛ | 77⅛ | 37 | 36x1¾ | 45x2½ | N |
| 86 | 201 | 5.5 | 142 | 21.6 | 63–2900 | L | G | C | 4–2⅜ | 7 | CC | No | Zen | V | AL | AL | dp.Lo | Pe | Spi | Tim 30000H | Ros | L4IH | 268 | p | TX | 126 | 70 | 34 | 38x2½ | 54x2½ | N |
| 87 | 224 | 4.7 | 145 | 25.3 | 61–2750 | L | G | C | 4–2⅜ | 7⅛ | PC | No | Zen | V | AL | AL | dp.Lo | Pe | Spi | Tim 30000H | Ros | L4IH | 268 | p | TX | 126 | 70 | 34 | 38x2½ | 54x2½ | ½ |
| 88 | 224 | 4.7 | 145 | 25.3 | 61–2750 | L | G | C | 4–2⅜ | 7⅛ | PC | No | Zen | V | AL | AL | dp.Lo | Pe | Blo | Shu 5427 | Ros | L4IH | 306 | E | TX | 126 | 70 | 34 | 38x2½ | 54x2½ | ½ |
| 89 | 268 | 5.3 | 184 | 28.8 | 96–3400 | L | C | C | 5–2⅜ | 8⅜ | CC | Ha | Zen | M | AL | AL | dp.Lo | Pe | Blo | Shu 5427 | Ros | L4IH | 306 | E | TD | 126 | 71 | 34 | 38x2½ | 54x2½ | ½ |
| 90 | 268 | 5.3 | 184 | 28.8 | 96–3400 | L | C | C | 5–2⅜ | 8⅜ | CC | Ha | Zen | M | AL | AL | dp.Lo | Mo | Blo | Shu 5432 | Ros | L4IHV | 354 | E | TD | Opt | 88 | 34 | 38x2½ | 54x2½ | ½ |
| 91 | 298 | 5.2 | 205 | 33.8 | 115–3300 | L | C | C | 5–2⅜ | 10 | PC | Ha | Zen | M | AL | AL | dp.Lo | Mo | Spi | Shu 5432 | Ros | L4IHV | 354 | E | TD | Opt | 88 | 34 | 38x2½ | 54x2½ | ½ |
| 92 | 298 | 5.2 | 205 | 33.8 | 115–3300 | L | C | C | 5–2⅜ | 10 | PC | Ha | Zen | M | AL | AL | dp.Lo | Mo | Spi | Shu 5572 | Ros | L4IHV | 397 | E | TD | Opt | 88 | 33½ | 42x3 | 56x3 | ½ |
| 93 | 298 | 5.2 | 205 | 33.8 | 115–3300 | L | C | C | 5–2⅜ | 10 | PC | Ha | Zen | M | AL | AL | dp.Lo | Mo | Spi | Shu 5572 | Ros | L4IHV | 643 | E | TD | Opt | 85 | 33½ | 42x3 | 56x3 | ½ |
| 94 | 780 | 4.7 | 475 | 66.1 | 156–1800 | L | G | C | A | 7–3 | 16½ | FP | St | Ze2 | M | NE | LN | dp.BL | GO | Spi | Tim 27450 | Ros | Ws6IA | 720 | a | FD | 181½ | 101½ | 34¼ | 42½x3 | 61x5 | ½ |
| 95 | 462 | 4.5 | 300 | 45.9 | 102–2400 | L | G | C | 7–3 | 13⅞ | FP | No | Str | M | AL | AL | D.BL | Ch | Spi | Tim 26450 | Ros | TWsRIA | 536 | a | TD | Opt | 107⅞ | 35½ | 44½x3 | 60x4 | ½ |
| 96 | 414 | 4.2 | 230 | 45.0 | 89–2400 | H | C | C | 7–2¾ | 13 | FP | No | Zen | M | DR | DR | P.BL | Pe | Spi | Tim 35100tw | Ros | Ws6IA | 4o9 | a | TD | Opt | Opt | 34 | 40x2½ | 56x4 | ½ |
| 97 | 427 | 4.2 | 268 | 45.9 | 100–2600 | H | C | C | 7–2¾ | 13 | FP | No | Zen | M | DR | DR | P.BL | Pe | Spi | Tim 26450W | Ros | Ws6IA | 525 | a | TD | Opt | Opt | 34 | 46x3 | 56x4 | ½ |
| 98 | 427 | 4.2 | 268 | 45.9 | 100–2600 | H | C | C | 7–2¾ | 13 | FP | No | Zen | M | DR | DR | P.BL | Pe | Spi | Tim 27450W | Ros | Ws6IA | 536 | a | TD | Opt | Opt | 34 | 46x3 | 66x4 | ½ |
| 99 | 611 | 4.5 | 384 | 54.1 | 127–2300 | L | G | A | 7–3 | 13½ | FP | No | Zen | M | DR | DR | P.BL | Pe | Spi | Tim 27450W | Ros | L6IHV | 720 | a | TD | Opt | Opt | 34 | 46x3 | 66x4 | ½ |
| 100 | 427 | 4.2 | 267 | 45.9 | 100–2600 | H | C | N | 7–2¾ | 13⅛ | FP | Ha | Zen | M | DR | DR | P.BL | Pe | Blo | Tim 26450 | Ros | L6IHV | 842 | a | TX | 132 | 80 | 33 | 48x3 | 64x4 | ½ |
| 101 | 427 | 4.2 | 267 | 45.9 | 100–2600 | H | C | N | 7–2¾ | 13⅛ | FP | Ha | Zen | M | DR | DR | dp.BL | Pe | Blo | Tim 26450 | Ros | Tr1A | 1014 | a | TX | 132 | 80 | 33 | 48x3 | 64x5 | ½ |
| 102 | 611 | 4.5 | 396 | 54.2 | 120–2000 | L | G | A | 7–3 | 13½ | FP | Ha | Zen | M | DR | DR | dp.BL | Pe | Blo | Tim 26450 | Ros | Tr1A | 1014 | a | TX | 126¼ | 74¼ | 33 | 45½x3 | 64x5 | ½ |
| 103 | 428 | 4.4 | 280 | 45. | 93–2200 | L | G | C | 7–3 | 14 | PC | Ha | Zen | M | AL | AL | D.Co | GO | SpP | Shu 5582B | Ros | L6IHV | 571 | a | TD | 162 | 103 | 34 | 45¼x2½ | 58x4 | N |
| 104 | 501 | 4.4 | 330 | 48.6 | 111–2200 | L | G | C | 7–3 | 12½ | PC | Ha | Zen | M | AL | AL | D.Co | GO | SpB | Shu 678 | Ros | Ws4IA | 238 | a | TD | 162 | 100¼ | 37 | 46x3 | 50x4 | N |
| 105 | 529 | 4.4 | 350 | 51.3 | 114–2200 | L | G | C | 7–3 | 12½ | PC | Ha | Zen | M | AL | AL | D.Co | GO | SpB | Shu 678 | Ros | Ws4IA | 238 | a | TD | 138¾ | 94¼ | 37 | 46x3 | 50x4 | N |
| 106 | 677 | . . . | 418 | 60.0 | 127–2000 | L | G | C | 4–3½ | 11⅜ | PC | Wa | Zen | M | LN | LN | D.BL | GO | SpB | Shu 678 | Ros | Ws4IA | 238 | a | TD | 141 | 93 | 37 | 46x3 | 50x4 | N |
| 107 | 196 | 4.6 | 124 | 21.0 | 48–2800 | L | G | A | 3–2¼ | 6½ | CC | No | Car | M | DR | DR | P.BB | Fe | Own | Own | Own | O4IH | 175 | a | TX | 117½ | 70 | 34¼ | 36x1¾ | 43½x3 | N |
| 108 | 211 | 5.3 | 134 | 25.3 | 60–3100 | L | C | S | 4–2¼ | 6¼ | CC | No | Car | M | DR | DR | P.BB | Fe | Own | Own | Own | O4IH | 175 | a | TX | 117½ | 80½ | 34½ | 36x1¾ | 43½x3 | N |
| 109 | 217 | 5.8 | 144 | 25.3 | 75–3200 | L | C | S | 4–2¼ | 6¼ | CC | Ha | Car | M | DR | DR | P.BB | Fe | Own | Own | Own | O4IH | 365 | a | TX | 145 | 70 | 38⅛ | 39x2 | 43½x3 | N |
| 110 | 572 | 4.4 | 358 | 48.6 | 114–1900 | L | G | C | 4–3 | 10⅛ | PC | Bu | Zen | E | LN | LN | D.Fu | On | Blo | Shu 615 | Ros | Wr1MV | 960 | a | CX | 240 | 140 | 36 | 48x3 | 65x3½ | N |
| 111

| Line Number | MAKE AND MODEL | Wheels Driven—6-Wheelers | GENERAL (See Keynote) | | | | | | TIRE SIZE | | MAJOR UNITS | | | | | | | | | FRAME | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | ENGINE | | TRANSMISSION | | | REAR AXLE | | | GEAR RATIOS | | | |
| | | | Tonnage Rating | Chassis Price | Standard Wheelbase | Max. W. B. Furnished | Gross Vehicle Weight | Chassis Wt. (Stripped) | Front | Rear | Make and Model | No. of Cylinders Bore and Stroke | Make and Model | Location and Forward Speeds Aux. Location and Speeds | | Make and Model | Gear and Type | Drive and Torque | In High | In Low | Side Rail Dimensions | Type |
| 1 | (6)Gen.Mo.T90 | 4R | 5–7½ | 4675 | 185 | 220 | 28000 | 9520 | B7.50/20 | DB7.50/20 | Own 400 | 6-4½x5 | Own | U 5 | Op | Own | WF | R | 9.25 | 76.0 | 9⅞x3½x⅜ | TL |
| 2 | .....T95 | 4R | 7–11 | 7695 | 189 | 224 | 40000 | 13250 | P34x7 | DP34x7 | Own 525 | 6-4½x5½ | Own | U 4 | Op | Own | WF | R | 8.50 | 53.3 | 9⅞x4x⅜ | L |
| 3 | .....T130 | 4R | 12–15 | 9470 | 189 | 224 | 50000 | 14545 | B9.75/20 | DB9.75/20 | Own 616 | 6-4⅞x5½ | Own | U 4 | A 3 | Own | WF | R | 9.50 | 119. | 9⅞x4x⅜ | L |
| 4 | G-P....75-6SW | 4R | 6–8 | 6440 | 174 | Op | 39000 | 9500 | B9.75/20 | B11.25/20 | Wau SRL | 6-4⅜x5⅛ | Fu VUOG | U 5 | No | Tim SW200 | WF | R | 7.50 | 53.0 | 11x3½x⅜ | L |
| 5 | .....75-8SW | 4R | 6–8 | 6400 | 174 | Op | 39000 | 9500 | B9.75/20 | B11.25/20 | Lyc AEC | 8-3¾x4¾ | Fu VUOG | U 5 | No | Tim SW200 | WF | R | 7.50 | 53.0 | 11x3½x⅜ | L |
| 6 | .....85-6SW | 4R | 8–10 | 8695 | 169 | Op | 52000 | 12000 | B10.50/24 | B12.75/24 | Wau 6AB | 6-4½x5¾ | Fu MHU | U 4 | A 3 | Wis SD310 | DF | R | 8.50 | 10.6 | 12x3½x⅜ | L |
| 7 | .....95-6SW | 4R | 10–12 | 9640 | 176 | Op | 52000 | 13000 | B10.50/24 | B13.50/24 | Wau 6RB | 6-5x5¾ | Fu MUH | U 4 | A 3 | Wis SD410 | DF | R | 10.2 | 128. | 14x3½x⅜ | L |
| 8 | H'ndricks n22D | 4R | 2–6 | 3900 | Op | Op | 21000 | 7000 | B7.50/20 | DB7.50/20 | Wau MK | 6-4⅛x4¾ | Fu JVU | U 5 | No | Own 985 | 2B | A | Opt | Opt | 6x2½x⅜ | P |
| 9 | .....36D | 4R | 5–12 | 6600 | Op | Op | 32500 | 11200 | B9.00/20 | DB9.00/20 | Wau 6SRL | 6-4⅜x5⅛ | Fu VU | U 5 | No | Own 2513X | 2B | A | Opt | Opt | 8x3x⅜ | P |
| 10 | .....38D | 4R | 12 | 8000 | Op | Op | 40000 | 13200 | B9.75/20 | DB9.75/20 | Wau 6SRL | 6-4⅜x5⅛ | BL 60–7 | A 7 | No | Eat 44000 | 2F | A | Opt | Opt | 8x3x⅜ | P |
| 11 | .....44D | 4R | 12 | 9000 | Op | Op | 42000 | 14000 | B9.75/22 | DB9.75/22 | Wau RB | 6-5x5¾ | Bl. 70–7 | A 7 | No | Eat 44000 | 2F | A | Opt | Opt | 8x3x⅜ | P |
| 12 | Hug.....99 | 4R | 10 | 1030 | 148 | 148 | 58500 | 15100 | S36x8 | S40x16 | Bud GF6 | 6-4¾x6 | BL 714-703 | U 4 | A 3 | Wis SD410W | 2F | R | 10.3 | 139 | 9x4⅛x⅜ | I |
| 13 | Ind..95SBT-151 | 2C | ..... | 1675 | 168 | 186 | 20000 | 5500 | P32x6 | DP32x6 | Her JXC | 6-3¾x4¼ | BL 224 | U 4 | No | Tim SBT151 | SF | T | 7.4 | 45.8 | 7⅛x2¾x⅜ | C |
| 14 | .....95SW 75 | 4R | ..... | 1735 | 168 | 186 | 20000 | 5800 | P32x6 | DP32x6 | Her JXC | 6-3¾x4¼ | BL 224 | U 4 | No | Tim SW75 | WF | T | 7.4 | 45.8 | 7⅛x2¾x⅜ | C |
| 15 | ....17SBT251 | 2C | ..... | 3250 | 188 | 224 | 28000 | 8550 | P34x7 | DP34x7 | Her YXC | 6-4⅜x4⅝ | BL 334 | U 4 | Op | Tim SBT251 | BF | R | 6.1 | 37.8 | 8½x3⅜x⅝ | TL |
| 16 | ....17SW251 | 4R | ..... | 3475 | 188 | 224 | 28000 | 9000 | P34x7 | DP34x7 | Her YXC | 6-4⅜x4⅜ | BL 334 | U 4 | Op | Tim SW251 | WF | R | 6.2 | 38.1 | 8½x3⅜x⅝ | TL |
| 17 | .....106SW-151 | ..... | ..... | 2675 | 188 | 212 | 24000 | 7500 | P32x6 | DP32x6 | Her WXC | 6-4x4½ | BL 324 | U 4 | No | Tim SW151 | WF | R | 6.4 | 42.6 | 8x3x¼ | T |
| 18 | Ken....186SDT | 2C | 10 | 6450 | 205 | 235 | 38000 | 10500 | B9.00/20 | DB9.00/20 | Her YXC2 | 6-4½x4¾ | BL 1554 | U 4 | A 3 | Tim Sdt310w | 2F | H | 7.33 | 104. | 9x3x¼ | T |
| 19 | .....241SDT | 2C | 10 | 6850 | 205 | 235 | 40500 | 11000 | B9.00/20 | DB9.00/20 | Her RXB | 6-4½x5¼ | BL 714 | U 4 | A 3 | Tim Sdt310w | 2F | H | 7.33 | 85.5 | 9x3x¼ | T |
| 20 | .....346A | 4R | 10 | 8800 | 210 | 240 | 40500 | 13000 | B9.75/20 | DB9.75/20 | HaS 160 | 6-4½x5½ | BL 714 | U 4 | A 3 | Tim 310W | WF | H | 7.25 | 84.5 | 8x3x¼ | C |
| 21 | .....346B | 4R | 10 | 8550 | 210 | 240 | 40500 | 13000 | B9.75/20 | DB9.75/20 | Bud GF-6 | 6-4⅜x6 | BL 714 | U 4 | A 3 | Tim 310W | WF | H | 7.25 | 98.4 | 8x3x¼ | C |
| 22 | .....346C | 4R | 10 | 9500 | 210 | 240 | 40500 | 14000 | B9.75/20 | DB9.75/20 | HaS 175 | 6-5x6 | BL 714 | U 4 | A 3 | Tim 310W | WF | H | 7.25 | 98.4 | 8x3x¼ | C |
| 23 | .....386C | 4R | 10 | 10200 | 210 | 240 | 50100 | 14500 | B9.75/20 | DB9.75/20 | HaS 175 | 6-5x6 | BL 714 | U 4 | A 3 | Tim SW410w | WF | H | 7.60 | 103. | 8x3x¼ | C |
| 24 | Kleiber.....280 | 4R | 7½ | 6000 | 201 | 210 | 28000 | 10060 | B9.00/20 | DB9.00/20 | Con 20R | 6-4½x4¾ | BL 714-60 | A 7 | A 7 | Tim Sw200tw | WF | R | 7.75 | 73.6 | 7x3½x⅜ | P |
| 25 | .....340 | 4R | 10 | 7000 | 210 | 215 | 34000 | 11900 | B9.75/20 | DB9.75/20 | Con 21R | 6-4⅝x3⅞ | BL 714–60 | A 7 | A 3 | Tim Sw300W | WF | R | 9.33 | 88.6 | 8x3½x⅜ | P |
| 26 | .....340T | 4R | 10 | 8000 | 215 | 225 | 34000 | 13650 | B9.75/20 | DB9.75/20 | Con 22R | 6-4½x5¼ | BL 714–60 | A 7 | A 3 | Tim Sw400W | WF | R | 10.3 | 98.1 | 8x3½x⅜ | P |
| 27 | La Fran-R...Q6 | 4R | 9–12 | 11605 | 216 | 260 | 40000 | 14900 | B10.50/20 | DB10.50/20 | Own 312B | 12–4x5 | BL 714 | U 4 | No | Tim SWD410 | WF | .. | Opt | Opt | 12x3½x¼ | L |
| 28 | LeMoon(9) .701 | 4R | 5–6 | 4475 | 187 | 199 | 25500 | 8500 | B8.25/20 | DB8.25/20 | Lyc AEC | 8-3¾x4¾ | Fu VUOG | U 5 | No | Ti 63703-97H | WF | R | 6.20 | 43.8 | 7x4x¼ | B |
| 29 | .....801 | 4R | 6–7 | 5100 | 187 | 199 | 32500 | 9720 | B9.00/20 | DB9.00/20 | Lyc AEC | 8-3¾x4¾ | Fu VOUG | U 5 | No | Ti 65703-97H | WF | H | 6.75 | 47.7 | 7x4x¼ | B |
| 30 | .....802 | 4R | 6–7 | 5350 | 187 | 199 | 32500 | 9800 | B9.00/20 | DB9.00/20 | Wau 6SRL | 6-4⅜x5⅛ | Fu VOUG | U 5 | No | T65703-97W | WF | H | 6.75 | 47.7 | 7x4x¼ | B |
| 31 | .....900 | 4R | 7–8 | 6775 | 191 | 203 | 36000 | 12000 | B9.75/20 | DB9.75/20 | Wau 6SRL | 6-4⅜x5⅛ | BL 607 | A 7 | No | TimSW310W | WF | H | 9.25 | 86.9 | 9x4x¼ | B |
| 32 | .....1000 | 4R | 8–10 | 7950 | 196 | 208 | 40000 | 12600 | B9.75/24 | DB9.75/24 | Wau 6AB | 6-4½x5¾ | BL 714 | U 4 | 3 | TimSW310W | WF | H | 9.25 | 128. | 9x4x¼ | B |
| 33 | .....1200 | 4R | 10–12 | 8500 | 196 | 208 | 40000 | 14000 | B9.75/24 | DB9.75/24 | Wau 6RB | 6-5x5¾ | BL 714 | U 4 | 3 | TimSW410W | WF | H | 9.25 | 128. | 9x4x¼ | B |
| 34 | Maccar...SW86 | 4R | 10–12 | 9000 | 216 | 260 | 38700 | ..... | B10.50/20 | DB10.50/20 | Her RXCP | 6-4⅝x5½ | BL 615 | A 5 | No | Tim spec. | W4 | .. | 9.0 | 59. | 12x3x¼ | L |
| 35 | Mack.....BX | 4R | ..... | 8150 | 178 | 207 | 35400 | 12000 | B8.25/22 | DB8.25/22 | Own BX | 6-4¼x5½ | Own BX | U 4 | No | Own BX6 | 2F | A | 6.53 | 46.0 | 9½x3x¼ | C |
| 36 | .....BQ | 4R | ..... | 9350 | 224 | 248 | 41500 | 15000 | B9.75/22 | DB9.75/22 | Own BQ | 6-4¾x5¾ | Own BQ | A 4 | No | Own BX6 | 2F | R | 6.54 | 41.9 | 10¼x3⅞x¾ | C |
| 37 | .....AC | 4R | 8–15 | 8500 | 217 | 257 | 50500 | 14550 | P40x8 | DP40x8 | Own BQ | 6-4¾x5⅜ | Own AC | J 4 | No | Own AC | CD | R | 9.26 | 59.4 | 8x3x⅜ | C |
| 38 | .....AK | 4R | 8–15 | 9000 | 217 | 257 | 50500 | 15900 | B9 75/22 | DB9.75/22 | Own BQ | 6-4¾x5¾ | Own AC | A 4 | No | Own AK6 | 2F | A | 7.46 | 47.8 | 8⅝x3x⅜ | C |
| 39 | .....AP | 4R | 8–15 | 10500 | 217 | 257 | 51000 | 14850 | P40x8 | DP40x8 | Own AP | 6-5x6 | Own AC | J 4 | No | Own AP | CD | R | 9.26 | 59.4 | 8x3x⅜ | C |
| 40 | .....AP | 4R | 8–15 | 11000 | 217 | 257 | 50500 | 16400 | B9.75/22 | DB9.75/22 | Own AP | 6-5x6 | Own AC | A 4 | No | Own AK6 | 2F | A | 7.46 | 47.8 | 8⅝x3x⅜ | C |
| 41 | Mar-Her...TH310A-6 | | 7½–10 | 10000 | 191 | 229 | 34070 | 13800 | B9.75/22 | DB9.75/22 | Her RXC | 6-4⅝x5¼ | Fu VUOG | U 5 | A 2 | Wis SD410W | 2F | R | 9.11 | 164. | 8¼x3x⅜ | P |
| 42 | .....TH320-6 | | 10–12 | 15000 | 225 | 255 | 43075 | 18900 | B10.50/22 | DB10.50/22 | Her HXB | 6-5x6 | BL 724 | U 4 | A 3 | Wis SD420A | 2F | R | 9.11 | 189. | 10½x3x¾ | P |
| 43 | .....TH330-6 | | 12–15 | 17500 | 225 | 255 | 50130 | 20100 | B11.25/24 | DB11.25/24 | Her HXD | 6-5½x6 | BL 734 | U 4 | A 3 | Wis SD510 | 2F | R | 10.2 | 189. | 10½x3x¾ | P |
| 44 | Mor'd....RA-15 | 4 | | 2100 | 170 | Op | 15500 | 5300 | B6.50/20 | DB6.50/20 | Her JXC | 6-3¾x4¼ | BL 224 | U 4 | No | Tim SBT75 | SF | R | 5.66 | 35.0 | 7⅛x2⅝x¼ | T |
| 45 | .....RA20 | 2C | 5–5½ | 2350 | 184 | Op | 20000 | 6350 | B7.50/20 | DB7.50/20 | Her JXC | 6-3¾x4¼ | BL 224 | U 4 | No | Tim SBT151 | SF | R | 6.16 | 38.2 | 9⅛x3½x⅜ | T |
| 46 | P.-A..34L50184 | 4R | ..... | 6600 | 200 | 240 | 34000 | 13200 | B9.75/20 | DB9.75/20 | Her RXB | 6-4½x5¼ | Co TNU | U 4 | Op | Tim SW310 | W | A | 9.25 | 49.0 | 10x3x⅜ | C |
| 47 | ....34K61184 | 4R | ..... | 7200 | 180 | 240 | 34000 | 14200 | B9.75/20 | DB9.75/20 | Her GXA | 6-4¾x5¾ | Own618290 | U 4 | Op | Tim SW310 | W | A | 7.75 | 40.6 | 10x3x⅜ | C |
| 48 | ....44K77984 | 4R | ..... | 7500 | 180 | 200 | 44000 | 14500 | B10.50/20 | DB10.50/20 | Her HXA | 6-5¼x6 | Own618290 | U4 | Op | Tim SW410 | W | A | 9. | 47.2 | 10x3x⅜ | C |
| 49 | Relay....60SW | 2R | 10 | 6545 | 175 | 205 | 36500 | 12000 | P38x7 | DP40x8 | Bud BA6 | 6-4⅛x5½ | Fu VU16 | U 5 | No | Own 60 | 2R | .. | 9.09 | 63.6 | 8½x3½x⅜ | P |
| 50 | Sterling FDS180 | 4R | 8–10 | 8925 | 158 | Op | 36000 | 12850 | P40x8 | DP40x8 | Wau AB | 6-4½x5¾ | Own UC8 | U 4 | A 3 | Tim 310 | 2F | R | 9.1 | 113. | 15x3¼x¼ | C |
| 51 | .....FDS200 | 4R | 10–12 | 9510 | 159 | Op | 40000 | 13550 | P40x8 | DP40x8 | Wau RB | 6-5x5¾ | Own UC8 | U 4 | A 3 | Tim 410 | 2F | R | 9.1 | 113. | 15x3¼x¼ | C |
| 52 | .....FCS170 | 4R | 10 | 10210 | Op | Op | 34000 | 14100 | P36x8 | DP36x8 | Wau HB | 6-4¼–5¾ | Own UC2 | U 4 | A 3 | Own | CD | R | 9.5 | 63.2 | 15x3¼x¼ | C |
| 53 | .....FCS180 | 4R | 12 | 10405 | Op | Op | 36000 | 14450 | P40x8 | DP40x8 | Wau AB | 6-4½–5¾ | Own UC8 | U 4 | A 3 | Own | CD | R | 9.5 | 59.6 | 15x3¼x¼ | C |
| 54 | .....FCS210 | 4R | 15–18 | 10825 | Op | Op | 42000 | 14750 | P40x8 | DP40x8 | Wau RB | 6-5x5¾ | Own UC8 | U 4 | A 3 | Own | CD | R | 9.5 | 59.6 | 15x3¼x¼ | C |
| 55 | .....FDT200 | 2R | 12–12½ | 7670 | 178 | 208 | 40000 | 12050 | P40x8 | DP40x8 | Wau 6-125 | 6-4¾x5⅛ | Own UC2 | U 4 | Op | Own | 2F | R | 8.85 | 58.8 | 12x3¼x¼ | C |
| 56 | .....FDT250 | 2R | 16–16½ | 8855 | 186 | 216 | 50000 | 13550 | P42x9 | DP42x9 | Wau RB | 6-5x5¾ | Own UC8 | U 4 | Op | Own | 2F | R | 8.85 | 55.5 | 15x3¼x¼ | C |
| 57 | .....FCT180 | 2R | 10–10½ | 7265 | 178 | 208 | 36000 | 11200 | P36x8 | DP36x8 | Wau SRL | 6-4¾x5½ | Own UC2 | U 4 | Op | Own | CD | R | 8.2 | 54.5 | 12x3¼x¼ | C |
| 58 | .....FCT200 | 2R | 12–12½ | 7685 | 178 | 208 | 40000 | 11800 | P40x8 | DP40x8 | Wau 6-125 | 6-4¾x5½ | Own UC2 | U 4 | Op | Own | CD | R | 9.3 | 61.8 | 12x3¼x¼ | C |
| 59 | Wht..630SW200 | 4R | 5–6 | 6245 | 193 | 205 | ..... | 10000 | B8.25/20 | DB8.25/20 | Own 3AD | 6-4x5¼ | Own 4B | U 4 | No | Tim SW200H | WF | R | 6.75 | 44.2 | 8¼x3⅛x⅜ | C |
| 60 | ...642SW310 | 4R | 7–9 | 8025 | 198 | 210 | ..... | 12670 | B9.00/20 | DB9.00/20 | Own 1AB | 6-4¾x5¾ | Own 7B | U 4 | No | TimSW310W | WF | R | 8.5 | 55.6 | 8¼x3⅛x⅜ | C |
| 61 | ...643SW410 | 4R | 9–11 | 8550 | 198 | 215 | ..... | 14400 | P40x8 | DP40x8 | Own 1AB | 6-4¾x5¾ | Own 7B | U 4 | No | TimSW410W | WF | R | 10.2 | 69.1 | 8½x3⅜x5⅝ | C |

# KEY TO ABBREVIATIONS AND REFERENCE MARKS

## GENERAL

**Chassis Price**—Chassis price quoted applies to the standard wheelbase and specifications listed. All prices are F.O.B. factory.

**Gross Vehicle Weight**—Is chassis weight, plus body and cab, plus payload. Gross vehicle weight given for a model is based on maximum recommended tire size and not on tires listed as standard equipment.

**Chassis Weight Stripped**—Includes gas, oil and water and all things included in chassis price. Does not include the weight of cab.

**Maximum Brake H. P. at Given R.P.M.**—Is actual dynamometer reading without accessories.

**Tractors**—Unless given the designation N (meaning not available as tractor), all standard models may be assumed to be available as tractors.

**(N) Not available as tractor.**

**(T) This designation accompanying a model number indicates vehicle is specifically designed for tractor use only.**

**(2) Available**—List price of Models W-200 and W-300 will appear in December issue.

**(3) Corbitt**—Larger engines and corresponding transmissions, clutches, axles etc., provided on all models of Corbitt trucks when type of service requires them. Wheelbases of tractor models depend upon types of cabs and trailers chosen Cab to Rear of Frame and Cab to Rear Axle dimensions vary with such choice.

**(4) Day Elder**—Model 75—1½ ton—same specifications except price—$945, and larger tire size—B6.00/20 front and DB6.00/20 rear.

**(5) Dodge**—F-61 available as special tractor truck with 146-inch wheelbase with model designation of F-60, at $2645. G-81 available as special tractor truck with 146-inch wheelbase with model designation of G-80, at $5250.

**(6) General Motors**—Gross vehicle weight indicated for each model in table is the **Straight Rating** (combined weight of chassis, body, equipment and payload) for which chassis is designed and guaranteed to satisfactorily operate under average conditions. The size of the tires used does not affect this **Straight Rating,** but to secure maximum tire mileage it is suggested that the total gross weight be limited to a "recommended gross weight" for each tire equipment (type number) based on tire capacity and assuming nominal body allowance will result in payload range for each model as shown. Models T-15 to T-61 inclusive are also available for export only as coach chassis. Double reduction axles optional in Models T-45, T-51, T-61, T-83 and T-95 at extra cost. Trailing type axles available on Model T-95 at price deduction.

**(7) Grass Premier**—Eight cylinder engines available on following models: 45-6 with Lyc. GU at $2700 list; 55-6 with Lyc. HF at $3355; 65-6 with Lyc. AEC at $4065; 35 T-6 with Lyc. GU at $1665; 45 T-6 with Lyc. HF at $3185.

**(8a) International Harvester**—A-1, ¾ ton, same as A-2 except less spring leaves and smaller tires.

**(8b)** All Torque and Brake Horsepower values listed are based on engine outputs with all Standard Equipment Accessories running and are the same values obtaining with the truck on the road in actual operation.

**(9) LeMoon**—Model 600 available with Lyc. AEC at same cost. Models 701 and 801 available with Waukesha 6SRL at same cost.

**(10) Sterling**—Rocker arm used in place of springs.

**(11) Maccar**—List price of Model 100, which will appear on market Dec. 1, will appear in December issue.

**†Reo**—Models 1C and 1D are the longer wheelbase editions of Models 1A and 1B. The frame dimension of both is 7x2¾x⅜.

**††Reo**—2J same as 2H except 166 in. wheelbase and price of $1695

**††Reo**—3J same as 3H except wheelbase of 170 in. and price of $2085; 3K same as 3H except 185 in. wheelbase and price of $2155.

**(12) White**—The maximum ratings are for ideal operating conditions and the minimum for extremely difficult conditions: the ranges between are for varying operating conditions. Each model shown is furnished with different specifications for different ratings.

## MAKES—ALL

**AB**—American Bosch.
**AL**—Auto Lite.

**B**—Bendix.
**BB**—Borg & Beck.
**BE**—Bendix front, Eaton rear.
**BL**—Brown-Lipe.
**BO**—Bendix front, Own rear.
**Bf**—Bethlehem.
**Blo**—Blood.
**Bu or Bud**—Buda.

**C or Col**—Columbia.
**CB**—Columbia front, Bendix rear.
**Car**—Carter.
**Ch**—Chicago.
**Cl**—Ignition by compression.
**Cl or Cla**—Clark.
**Cle**—Cleveland.
**Co**—Covert (transmission).
**Co**—Continental (governor).
**Con**—Continental.
**Cot**—Cotta Gear.
**Cum**—Cummins-Diesel

**DG**—Detroit Gear and Machine.
**DR**—Delco Remy.

**Eat**—Eaton.
**Ei**—Eisemann.
**En**—Governor built in engine
**EV**—Electro-Vac (gov.) Pierce.

**Fe**—Fedders.
**Fu**—Fuller.

**Ge**—Gemmer.
**GO**—G. & O.

**Ha**—Handy (governor).
**Ha**—Hannum (steering gear).
**HaS**—American Car & Fdry.
**Her**—Hercules.

**HS**—Merchant & Evans (clutch).
**HS**—American Car & Fdry. (governor).

**Jac**—Saginaw.
**Jo**—Jones.

**KP**—Handy.

**L**—Lockheed.
**LN**—Leece Neville.
**Lo**—Long.
**LO**—Lockheed front, Own rear;
**Lyc**—Lycoming.

**Mc**—McCord.
**Ma**—Marvel.
**ME**—Merchant & Evans.
**MM**—Mechanics Mach.
**Mo**—Modine (radiator).
**Mo**—Monarch (governor).

**NE**—North East.
**No**—Not supplied.
**ns**—No Standard.

**O or Ow**—Own.
**Op or Opt**—Optional.

**Pe**—Pierce (governor).
**Pe**—Perfex (radiator).
**Pet**—Peters.
**PeS**—Peters and Spicer.
**PS**—Peters & Snead.

**RB**—Robt. Bosch.
**Ro**—Rockford.
**Ros**—Ross.

**S**—Steeldraulic.
**Sal**—Salisbury.
**Sc**—Scintilla.
**Sch**—Wheeler-Schebler.
**She**—Sheldon.
**Shu**—Shuler.
**SpB**—Spicer and Blood.
**Spi**—Spicer.
**SpP**—Spicer and Pick.
**Ste**—Detroit Lubro. (carburetor).
**Ste or St**—Sterling.
**Str**—Stromberg.

**Ti**—Tillotson.
**T or Tim**—Timken.
**TO**—Timken front, Own rear.

**WG**—Warner Gear.
**Wa or War**—Warner Corp. (steering gear)

| Line Number | ENGINE DETAILS: Piston Displacement | Compression Ratio | Torque lb. ft. | N.A.C.C. Rated H.P. | Max. Brake H.P. at R.P.M. Given | Valve Arrangement | Camshaft Drive | Piston Material | MAIN BEARINGS: Number and Diameter | MAIN BEARINGS: Length | Oiling System Type | Governor Make | FUEL SYST.: Carburetors Make | FUEL SYST.: Fuel Feed | ELECTRICAL: Ignition System Make | ELECTRICAL: Generator, Starter Make | Clutch Type and Make | Radiator Make | Universals Make | FRONT AXLE: Make and Model | Steering Gear Make | BRAKES: SERVICE: Make, Location, Operation | BRAKES: SERVICE: Lining Area | BRAKES: SERVICE: Drum Material | BRAKES: Hand Type, Location | BODY MOUNTING DATA: Cab to Rear of Frame | BODY MOUNTING DATA: Cab to Rear Axle | BODY MOUNTING DATA: Width of Frame | SPRINGS: Front | SPRINGS: Rear | SPRINGS: Auxiliary Type |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 400 | 4.6 | 296 | 40.9 | 110-2300 | H | G | A | 4-2.7 | 8 | FP | Ha | Str | M | DR | DR | dp.Ow | Lo | Cle | Own | Jac | B4rIA | 557 | a | TX | 161 | 100¼ | 34½ | 40x3 | 50x4 | ½ |
| 2 | 525 | 4.5 | 380 | 48.6 | 128-2100 | H | C | A | 7-2¾ | 14 | FP | Ha | Str | M | DR | DR | dp.Ow | Lo | Spi | Own | Jac | B6IA | 817 | a | TX | 161 | 100 | 34 | 50x3½ | 45x4 | N |
| 3 | 616 | 4.5 | 450 | 57.0 | 149-3100 | H | C | A | 7-2¾ | 14 | FP | Ha | Str | M | DR | DR | dp.Ow | Lo | Spi | Own | Jac | B6IA | 165 | a | TX | 161 | 100 | 34 | 50x3½ | 45x4 | N |
| 4 | 462 | 4.6 | 300 | 45.9 | 100-2400 | L | G | C | 7-3 | 13 | PC | Wa | Str | M | AL | AL | D.Fu | Ow | MM | Tim 26450H | Ros | L6IH | 774 | a | CD | Opt | 100¾ | 34 | 40x3 | 58x4 | ½ |
| 5 | 420 | 5.2 | 300 | 45.0 | 135-3000 | L | G | C | 5-2¾ | 11 | FP | Wa | Str | M | AL | AL | D.Fu | Ow | MM | Tim 26450H | Ros | L6IH | 774 | a | CD | Opt | 100¾ | 34 | 40x3 | 58x4 | ½ |
| 6 | 549 | 4.5 | 335 | 48.6 | 100-2000 | L | G | C | 4-3½ | 11 | PC | Wa | Str | M | AL | AL | D.Fu | Ow | MM | Tim 27450tW | Ros | B6IM | 624 | a | CD | Opt | 104 | 34 | 40x3 | 58x4 | ½ |
| 7 | 677 | 4.4 | 460 | 60.0 | 12 -2000 | L | G | C | 4-3½ | 11 | PC | Wa | Str | M | AL | AL | D.Fu | Ow | MM | Tim 27450tW | Ros | B6IM | 624 | a | CD | Opt | 115¼ | 34 | 40x3 | 58x4 | ½ |
| 8 | 381 | 4.6 | 240 | 40.8 | 87-2500 | L | G | C | 7-2½ | 12 | PC | Wa | Zen | M | AL | AL | D.Fu | Ch | Blo | Cla F318 | Ros | L4IHV | 295 | P | TD | Opt | Opt | 34 | 40¼x3½ | 31x3 | N |
| 9 | 462 | 4.6 | 300 | 45.9 | 97-2000 | L | G | C | 7-3 | 13 | PC | Wa | Zen | M | AL | AL | D.Fu | Ch | Blo | Tim 27450 | Ros | L4IHV | 504 | G | TD | Opt | Opt | 34 | 40¼x3½ | 35½x4 | N |
| 10 | 462 | 4.6 | 300 | 45.9 | 97-2000 | L | G | C | 7-3 | 13 | PC | Wa | Zen | M | AL | AL | D.BL | Ch | Blo | Tim 27450 | Ros | Ws4IA | 780 | G | TX | Opt | Opt | 36 | 40¼x3½ | 66x4 | N |
| 11 | 677 | 4.7 | 440 | 60.0 | 126-1850 | L | G | C | -3½ | 10 | PC | Wa | Zen | M | AL | 'L | D.BL | Ch | Blo | Tim 27450 | Ros | Ws4IA | 780 | G | TX | Opt | Opt | 36 | 43x3½ | 66x4 | N |
| 12 | 638 | 4.3 | 410 | 54.1 | 126-1850 | L | G | C | 4-3 | 10 | PC | Pe | Zen | M | RB | No | dp.BL | Yo | Blo | Shu 715-11 | Ros | WrIA | 792 | G | TD | 139 | 88¼ | 38½ | 41½x3 | 53x4 | N |
| 13 | 282 | 5.3 | 186 | 33.7 | 73-2800 | L | G | A | 7-2½ | 10 | PC | No | Str | M | AL | AL | P.BB | Yo | Spi | Tim 31020 | Ros | L6IHV | 559 | G | TX | 140 | 83 | 34 | 37x2¼ | 52x4 | N |
| 14 | 282 | 5.3 | 186 | 33.7 | 73-2800 | L | G | A | 7-2½ | 10 | PC | No | Str | M | AL | AL | P.BB | Yo | Spi | Tim SW75 | Ros | L6IHV | 459 | G | TX | 140 | 83 | 34 | 37x2¼ | 44x3 | N |
| 15 | 428 | 4.4 | 283 | 45.9 | 94-2200 | L | G | A | 7-3 | 14 | PC | Ha | Str | M | AL | AL | P.BL | Yo | Spi | Shu 5582B | Ros | L4IHV | 625 | G | CD | 168 | 101 | 34½ | 40x2½ | 52x4 | N |
| 16 | 428 | 4.4 | 283 | 45.9 | 94-2200 | L | G | A | 7-3 | 14 | PC | Ha | Str | M | AL | AL | P.BL | Yo | Spi | Sh 5582B | Ros | L4IHV | 625 | G | CD | 168 | 101 | 34½ | 40x2½ | 52x4 | N |
| 17 | 339 | 4.7 | 216 | 38.4 | 73-2400 | L | G | A | 7-2⅝ | 12 | PC | Ha | Str | M | AL | AL | P.BL | Yo | Spi | Shu 5572 | Ros | L4IHV | 559 | G | CD | 168 | 101⅜ | 34 | 39½x2½ | 52x4 | N |
| 18 | 453 | 4.7 | 300 | 48.6 | 98-2200 | L | G | A | 7-3 | 14 | CC | Ha | Zen | M | DR | DR | P.BL | Pe | Spi | Tim 35000N | Ros | Ws4rA | 815 | a | FD | 192 | 120 | 33¾ | 42x3 | 56x4 | ½ |
| 19 | 501 | 4.9 | 330 | 8.6 | 110-2200 | L | G | A | 7-3 | 12½ | CC | Ha | Zen | M | DR | DR | P.BL | Pe | Spi | Tim 36020N | Ros | Ws4rA | 815 | a | FD | 192 | 120 | 33¾ | 42x3 | 56x4 | ½ |
| 20 | 438 | 4.4 | 322 | 53.3 | 125-2400 | H | C | A | 4-2¾ | 10 | FP | Yo | Zen | M | DR | DR | P.BL | Pe | Spi | Tim 36020N | Ros | Ws4rA | 815 | a | FD | 192 | 120 | 33¾ | 42x3 | 56x4 | ½ |
| 21 | 638 | 4.3 | 410 | 54.1 | 126-1850 | L | G | C | 4-3 | 10 | CC | Bu | Zen | M | DR | DR | P.BL | Pe | Spi | Tim 36020N | Ros | Ws4rA | 815 | a | FD | 192 | 120 | 33¾ | 42x3 | 56x4 | ½ |
| 22 | 707 | 4.4 | 505 | 60.0 | 170-2000 | H | C | A | 7-3½ | 11 | FP | HS | Zen | M | DR | DR | P.BL | Pe | Spi | Tim 36020N | Ros | Ws4rA | 815 | a | FD | 192 | 120 | 33¾ | 42x3 | 56x4 | ½ |
| 23 | 707 | 4.4 | 505 | 60.0 | 170-2000 | H | C | A | 7-3½ | 11 | FP | HS | Zen | M | DR | DR | P.BL | Pe | Spi | Tim 36020N | Ros | Ws4rA | 815 | a | FD | 192 | 120 | 33¾ | 42x3 | 56x4 | ½ |
| 24 | 411 | 4.2 | 236 | 40.0 | 89- 400 | H | C | C | 7-2¾ | 13 | FP | No | Str | V | RB | DR | D.BL | Ow | Spi | Tim 16302 | Ros | T4IA | 848 | G | TD | 180 | 120 | 38 | 44x3 | 60x4 | ½ |
| 25 | 427 | 4.2 | 267 | 45.9 | 100-2600 | H | C | C | 7-2¾ | 13 | FP | No | Str | V | RB | DR | D.BL | Ow | Spi | Tim 16302 | Ros | T4IA | 848 | G | TD | 180 | 130 | 38 | 44x3 | 60x4 | ½ |
| 26 | 638 | 4.2 | 340 | 54.0 | 120-2400 | H | C | C | 7-2¾ | 13 | FP | No | Str | V | RB | DR | D.BL | Ow | Spi | Tim 17300 | Ros | T4IA | 848 | G | TD | 204 | 130 | 38 | 44x3 | 60x4 | ½ |
| 27 | 754 | 5.1 | 510 | 76.7 | 240-2900 | H | C | C | 4-3½ | 10 | PC | No | Zen | M | DR | DR | dp.Lo | Ow | Blo | Tim 27450tw | Ros | Ws6IA | 782 | D a | CD | 111⅝ | 216 | 34 | 44x3 | None | N |
| 28 | 420 | 5.2 | 300 | 44.4 | 130-2800 | L | G | C | 5-2¾ | 12¾ | FP | Ha | Str | M | DR | DR | D.Fu | Ch | Spi | Tim 35000H | Ros | L6IHV | 525 | a | CD | 162 | 108 | 34 | 39x2½ | 39x2½ | N |
| 29 | 420 | 5.2 | 300 | 44.4 | 130-2800 | L | G | C | 5-2¾ | 12¾ | FP | Ha | Str | M | DR | DR | D.Fu | Ch | Spi | Tim 35000H | Ros | L6IHV | 633 | a | CD | 162 | 108 | 34 | 39x2½ | 46x3½ | N |
| 30 | 462 | 4.5 | 300 | 45.9 | 98-2000 | L | G | A | 7-3 | 13½ | PC | Wa | Str | M | AL | DR | D.Fu | Ch | Spi | Tim 35000tw | Ros | Ws6IA | 711 | a | CD | 162 | 108 | 34 | 39x2½ | 46x3½ | N |
| 31 | 462 | 4.5 | 300 | 45.9 | 98-2000 | L | G | A | 7-3 | 13½ | PC | Wa | Str | M | AL | DR | D.BL | Ch | Spi | Tim 26045tw | Ros | Ws6IA | 966 | a | CD | 162 | 108 | 34 | 48x3½ | 53x4 | N |
| 32 | 549 | 4.5 | 332 | 48.6 | 100-2000 | L | G | A | 4-3½ | 11½ | PC | Wa | Str | M | AL | LN | D.BL | Ch | Spi | Tim 26045tw | Ros | Ws6IA | 966 | a | CD | 162 | 108 | 34 | 48x3½ | 53x4 | N |
| 33 | 677 | 4.6 | 460 | 60.0 | 127-2000 | L | G | A | 4-3½ | 11¾ | PC | Wa | Str | M | AL | LN | D.BL | Ch | Spi | Tim 27045tw | Ros | Ws4IA | 792 | a | CD | 162 | 108 | 34 | 48x3½ | 53x4 | N |
| 34 | 529 | 4.9 | 350 | 51.2 | 112-2000 | L | G | S | 7-3 | 14 | PC | Ha | en | M | DR | DR | D.BL | Pe | Spi | Tim 26450tw | Ros | Ws6IA | 1151 | a | TD | 198 | 116 | 33 | 42x3 | None | N |
| 35 | 468 | 4.7 | 292 | 43.4 | 104-2300 | L | G | C | 7-3 | 13 | FP | Ha | Str | M | NE | NE | P.Own | Ow | Spi | Own BX | Ros | O6IA | 1118 | a | FD | 192 | 109 | 33¼ | 54¼x3 | 48x3½ | N |
| 36 | 611 | 5.0 | 398 | 54.2 | 128-2200 | L | G | C | 4-3½ | 11 | PS | Ow | Str | M | RB | NE | P.Ow | Ow | Cle | Own BQ | Ros | O6IA | 902 | a | FD | 192 | 111 | 33½ | 50x3½ | 48x3½ | N |
| 37 | 611 | 5.0 | 398 | 54.2 | 128-2200 | L | G | C | 4-3½ | 11 | PS | Ow | Str | M | RB | LN | P.Ow | Ow | Spi | Own AC | Ros | O6IA | 1052 | a | FD | 180 | 109 | 37⅝ | 48x3½ | 52x4 | ½ |
| 38 | 611 | 5.0 | 398 | 54.2 | 128-2200 | L | G | C | 4-3½ | 11 | PS | Ow | Str | M | RB | LN | P.Ow | Ow | Cle | Own AK | Ros | O6IA | 1044 | a | FD | 180 | 109 | 37 | 48x3½ | 52x4 | ½ |
| 39 | 706 | 4.8 | 427 | 60.0 | 138-1900 | L | G | S | 4-3½ | 11 | PS | Ow | Str | G | RB | LN | P.Ow | Ow | Spi | Own AK | Ros | O6IA | 1052 | a | FD | 180 | 109 | 37 | 48x3½ | 52x4 | ½ |
| 40 | 706 | 4.8 | 427 | 60.0 | 138-1900 | L | G | S | 4-3½ | 11 | PS | Ow | Str | G | RB | LN | P.Ow | Ow | Cle | Own AK | Ros | O6IA | 1044 | a | FD | 180 | 109 | 37 | 46½x3½ | 52x4 | ½ |
| 41 | 529 | 4.9 | 350 | 51.3 | 115-2200 | L | G | A | 7-3 | 15 | PC | Ha | Zen | M | DR | DR | D Fu | Yo | Blo | Own 3 | Ros | Ws2/4IA | 1836 | a | FD | Opt | 98 | 34 | 44x3 | 52x3½ | N |
| 42 | 707 | 4.5 | 455 | 60. | 150-2000 | L | C | A | 7-3½ | 17 | PC | Ha | Zen | M | DR | DR | dp.BL | Yo | Blo | Own 3A | Ros | Ws2/4IA | 1948 | a | FD | Opt | 128 | 34 | 52x4 | 54x4 | N |
| 43 | 855 | 4.5 | 550 | 72. | 180-2000 | L | G | A | 7-3½ | 17 | PC | Ha | Zen | M | DR | DR | dp.BL | Yo | Blo | Own 4 | Ros | Ws2/4IA | 1948 | a | FD | Opt | 128 | 34 | 52x4 | 54x4 | N |
| 44 | 282 | 5.0 | 176 | 33. 8 | 73-2800 | L | G | C | 7-2½ | 10 | PC | No | Zen | M | AL | AL | P.BL | Lo | Spi | Tim 30000H | Ros | L6IH | 420 | a | TD | 156 | 90 | 34 | 40x2½ | 44x3 | N |
| 45 | 282 | 5.0 | 176 | 33. 8 | 73-2800 | L | G | C | 7-2½ | 10 | PC | No | Zen | M | AL | AL | P.BL | Lo | Spi | Tim 31000H | Ros | L6IH | 560 | a | TD | 168 | 102 | 34 | 40x2½ | 56x4 | N |
| 46 | 501 | 4.6 | 330 | 48.6 | 110-2200 | L | G | A | 7-3 | 12½ | PC | Ha | Zen | M | DR | DR | P.Lo | Lo | Cle | Tim 27050 | Ha | T6IA | 940 | D | CD | 186¼ | 118¼ | 34 | 41x3 | 56x4 | ½ |
| 47 | 611 | 4.5 | 410 | 54.1 | 130-2000 | L | G | A | 7-3½ | 16⅝ | PC | Ha | Str | M | DR | DR | P.Lo | Lo | Spi | Tim 27050 | Ros | T6IA | 940 | D | TX | 180½ | 112½ | 34 | 41x3 | 56x4 | ½ |
| 48 | 779 | 4.5 | 510 | 66.1 | 150-1800 | L | G | A | 7-3½ | 16⅝ | PC | Ha | Str | M | DR | DR | P.Lo | Lo | Spi | Tim 27050 | Ros | T6IA | 940 | D | TX | 180½ | 112½ | 34 | 41x3 | 56x4 | ½ |
| 49 | 411 | 4.5 | 270 | 40.8 | 83-2100 | L | G | C | 4-2½ | 12¼ | FP | Bu | Zen | V | AL | AL | D.Fu | Lo | Blo | Tim 35000H | Ha | L4IH | 744 | P | FX | 216 | 126½ | 34 | 42x2½ | 58x3 | ½ |
| 50 | 549 | 4.5 | 330 | 48.6 | 99-2000 | L | G | C | 4-3½ | 11⅝ | CC | Ha | Zen | M | DR | DR | D.Ow | Mo | Spi | Tim 26450N | Ros | Ws4IA | 576 | a | CX | Opt | 88 | 34 | 48x3 | 58x4 | N |
| 51 | 677 | 4.4 | 440 | 60.0 | 125-2000 | L | G | C | 4-3½ | 11⅝ | CC | Ha | Zen | M | DR | DR | D.Ow | Mo | Spi | Tim 27450N | Ros | Ws4IA | 792 | a | CX | Opt | 89 | 34 | 48x3 | 58x4 | N |
| 52 | 489 | 4.5 | 295 | 43.4 | 90-2000 | L | G | C | 4-3½ | 11⅝ | CC | Ha | Zen | M | DR | DR | D.Ow | Mo | Spi | Tim 26450N | Ros | Ws4IA | 792 | s | CD | Opt | Opt | 34 | 48x3 | 60x3½ | N |
| 53 | 549 | 4.5 | 330 | 48.6 | 99-2000 | L | G | C | 4-3½ | 11⅝ | CC | Ha | Zen | M | DR | DR | D.Ow | Mo | Spi | Tim 26450N | Ros | Ws4IA | 792 | s | CD | Opt | Opt | 34 | 48x3 | 60x3½ | N |
| 54 | 677 | 4.4 | 440 | 60.0 | 125-2000 | L | G | A | 4-3½ | 11⅝ | CC | Ha | Zen | M | DR | DR | D.Ow | Mo | Spi | Tim 27450N | Ros | Ws4IA | 792 | s | CD | Opt | Opt | 34 | 48x3 | 60x3½ | N |
| 55 | 462 | 5.5 | 324 | 45.9 | 125-2400 | F | G | A | 7-3 | 13⅞ | CC | Ha | Zen | M | DR | DR | D.Ow | No | Spi | Tim 26450N | Ros | O4IA | 792 | a | CX | 192 | 94 | 34 | 48x3 | (10) | N |
| 56 | 677 | 4.4 | 440 | 60.0 | 125-2000 | L | G | A | 4-3½ | 11⅝ | CC | Ha | Zen | M | DR | DR | D.Ow | Mo | Spi | Tim 27450N | Ros | O4IA | 792 | a | CX | 192 | 93 | 34 | 48x3 | (10) | N |
| 57 | 462 | 4.5 | 300 | 45.9 | 102-2400 | L | G | C | 7-3 | 13⅞ | CC | Ha | Zen | M | DR | DR | D.Ow | Mo | Spi | Tim 26450N | Ros | O4IA | 1152 | S | JX | 192 | 94 | 34 | 48x3 | (10) | N |
| 58 | 462 | 5.0 | 320 | 45.9 | 125-2400 | F | G | A | 7-3 | 13⅞ | CC | Ha | Zen | M | DR | DR | D.Ow | Mo | Spi | Tim 26450N | Ros | O4IA | 1152 | S | JX | 192 | 94 | 34 | 48x3 | (10) | N |
| 59 | 396 | 4.9 | 250 | 38.4 | 100-2100 | H | C | S | 7-2¾ | 13½ | FP | Ow | Zen | M | DR | DR | P.Ow | Ow | Spi | Own 6D | Ros | Lr4IHV | 514 | a | CI | 194⅞ | 109⅞ | 34½ | 42x3 | 51½x4 | N |
| 60 | 519 | 4.0 | 333 | 45.9 | 118-2100 | H | C | S | 7-3 | 15½ | FP | Ow | Zen | E | LN | LN | dp.Ow | Ow | Spi | Own 12D | Ros | Ws6IA | 833 | a | CI | 194¾ | 109¾ | 34¼ | 42x3 | 42x4 | N |
| 61 | 519 | 4.0 | 333 | 45.9 | 118-2100 | H | C | S | 7-3 | 15½ | FP | Ow | Zen | E | LN | LN | dp.Ow | Ow | Spi | Own 12D | Ros | Ws6IA | 833 | a | CI | 194¾ | 109¾ | 34¼ | 42x3 | 42x4 | N |

# Key to Abbreviations and Reference Marks

## MAKES—ALL—Continued

Wa—Waukesha (governor).
Wau—Waukesha.
W or Wis—Wisconsin.
Wo—Wohlrab.
Ws—Westinghouse.
Yo—Young.
Zen—Zenith.

## BRAKES—SERVICE

### Location

2—Two Wheels, rear only.
2/4—Two-wheel brakes effective on all four wheels through driveshaft.
4—Four Wheels, front and rear.
4r—Four Wheels, rear only.
6—Six Wheels, front and rear.
J—Jackshaft.
P—Propeller shaft.

### Type

I—Internal.
X—External.

### Operation

A—Air.
D—Hydraulic and mechanical.
H—Hydraulic.
M—Mechanical.
V—Vacuum.

## BRAKES—HAND

### Location

C—Center of double propeller shaft.
2—Rear wheels.
4—Four wheels.
R—Worm or bevel gearshaft.
T—Transmission.
F—Driveshaft.

### Type

D—Tru-Stop disk.
I—Internal.
X—External.

## BRAKE DRUMS

### Material

a—Cast alloy iron.
A—American Car Fdry.
D—Dayton.
E—Ermalite.
G—Gunite.
H—Hunt Spiller.
c—Cast iron.
f—Forged steel.
p—Pressed steel.
P—Pressed steel.
s—Cast steel.
(Where a combination of any of the above is used, the first reference mark applies to the front and the second to the rear drums.)

## CLUTCH

### Type

D—Multiple disk.
dp—Double plate.
O—Plate in oil.
P—Single plate

## ENGINE

### Valve Arrangement

F—Inlet valve in head; exhaust valve at side.
H—In head.
L—"L" head.

### Camshaft Drive

C—Chain.
G—Gear.

### Piston Material

A—Aluminum alloy.
B—Semi-steel.
C—Cast iron.
N—Nickel iron.
S—Aluminum alloy with strut.

### Main Bearings

r—Rear main bearing.
B—Ball bearing.

### Oiling System

CC—Pressure to main, connecting rod and camshaft bearings.
FP—Pressure to main, connecting rod, camshaft bearings and piston pins.
PC—Pressure to mains and connecting rod bearings.
PG—Pump, gravity and splash.
PS—Pressure with splash.
SP—Circulating with splash.

## FRAME

### Type

I—"I" Beam.
C—Channel.
T—Channel tapered front and rear.
L—Channel reinforced with liner.
B—Channel reinforced with both liner and fishplate.
P—Channel reinforced with plate.
TL—Channel tapered front and rear reinforced with liner.
D—Drop Center
Tf—Tapered front

## FUEL SYSTEM

### Fuel Feed

E—Electric pump.
G—Gravity.
M—Mechanical pump.
P—Pressure.
V—Vacuum.

## REAR AXLE

### Final Drive and Type

B—Bevel.
C—Chain.
D—Dead.
F—Full-floating.
H—Hypoid.
I—Internal Gear.
2—Double Reduction.
R—Relay—Pendulum Drive.
S—Spiral bevel.
W—Worm.
w/2—Worm or Double Reduction Optional.
½—Semi-floating.
¾—Three-quarter floating.

### Drive and Torque

A—Radius Rods and Torque Arm.
H—Hotchkiss. (springs)
R—Radius Rods.
T—Torque Arm.
U—Torque Tube.

## SPRINGS

### Auxiliary Type

½—Semi-elliptic above or below main springs.
¼—Quarter elliptic.
C—Coil spring.
N—No.
O—Optional.

## TIRES

B—Balloon.
DB—Dual Balloons.
P—High Pressure Pneumatics.
DP—Dual High Pressure Pneumatics
S—Solids.
DS—Dual Solids.
s—Pneumatics at extra cost.

## TRANSMISSION

### Location

A—Amidships.
J—Unit with jackshaft.
U—Unit with engine.

### Auxiliary Location

No—Not furnished.
Op—Optional at extra cost.
A—Amidships.
R—Rear of amidships main transmission.
U—Unit with engine.

## WHEELS DRIVEN

2C—Center pair of rear wheels.
2R—Rear pair of rear wheels.
4F—Front and center pair of rear wheels.
4R—Four rear wheels.
6—Six wheels.

## Readers Endorse Belief That We Need Leaders Not Drivers

CONTINUED FROM PAGE 15

a dyed-in-the-skin jungle tiger and a keen, refined, domestic rabbit.—J.F.R. (West Virginia).

### Sales Executioners

THE frank expose of a certain type of sales executive rampant these days deserves three rousing cheers.

There are men in the industry who have risen to executive positions without acquiring an enlarged cranium. But a regrettably large number are affected strangely by the title "executive." And, of course, there are some who were splendid salesmen but simply do not possess the ability for leadership that a sales managership requires.

A slight alteration in the lettering of the words "sales executives" transforms them into "sales executioners," and, believe me, this term is suitable in a large number of cases. This type usually suffers from one of three complexes. First, there is the get-the-order - and - damn - the - consequences complex, which involves giving away on a deal everything but the treasurer's bank balance. Then there is the don't-budge-an-inch complex which prohibits making any concession whatever to the buyer. Thirdly, we have the contempt-for-the-salesman complex. Executives suffering from this malady believe that any man who can pull a doorbell will find a prospect. When he doesn't, the executive never considers that he could have helped by formulating plans for his salesman's guidance.

A witty observer of modern business stated in a New York daily the other day that the well-known "forgotten man" is the truck salesman. And the jibe strikes home.—D. R. H. (New York).

### Home Talent Salesmen

I THINK it was one of the best and most thorough articles that it has ever been my privilege to read. Certainly it left little to be said.

Quoting a statement made in your editorial, "The fountain-head of leadership is, of course, Factory Management." I have always wanted an opportunity to express my views on one point of Factory Management that I believe would ultimately lead to better results if remedied. This view is based on past experience. I believe the factories would get far better results by placing Southern men in executive positions in Southern territories and Northern men in executive positions in Northern territories. This statement is not made from any prejudices for I have worked in the North and the South, and have very dear friends in both. It is simply that the methods used are so vastly different in obtaining business. Therefore managers sent from one extreme to the other are handicapped from the beginning. I believe far better results would be obtained by promoting local men who already have the confidence and respect of the truck-buying public. This would result in a much smaller turnover of the personnel of a good many factory branches.

I wish to say that I would consider it a privilege and a pleasure to work with or for the author of the article, for surely he is a real man in every sense of the word.—W. R. B. (Louisiana).

### Yes, We Dare

IT is surprising that a publication such as yours, depending on the support of the managers and directors of our truck industry, had the courage to publish article, "Our Industry Needs Leaders." Don't you know your politics?

Don't you know that our bosses are "gods" who are responsible only for cutting expense budgets; for whom company auditors are not intended; who never have a word of praise even after you have worked day after day and spent many wakeful nights planning and worrying how to sell some new fleet account by your own initiative, and after doing so all you get is H—— for a $15 expense item when it really cost you $50; "gods" who insist on profitable sales and then, wanting to be present at the writing of the order, accompany you and assist by patting your prospect friend on the back, at the same time raising your appraisal from $100 to $300 with the remark: "I want your business and I'll give you $200 more for that bunch of iron." (Idea: Never buy a truck without first seeing ME.)

The author of article is evidently a fine man, with great ability and wonderful ideals, who worked his way up the ladder by hard work, ambition and initiative, nearly reaching the top rung, but who was too ambitious to study politics. More power to him because he deserves it.—L. K. O.

### It's Up to Stockholders

THE author of the article has a deep understanding of what is needed in the industry.

Every executive seems to be fighting so hard to hold his job these days, and the consequence is that many have become yes-men, content to go along any way as long as they are on the payroll.

The chief executive has certainly got to take stock of his own actions. If he can not see the wisdom of changing policy to conform with present-day conditions then it is up to the stockholders to take action and replace those who are responsible for continued mismanagement. A good purging of both the motor truck and motor car industry will be a step forward toward a clean, legitimate business.—S. H. M. (New Jersey).

### A Square Deal

THE points in the article were well taken. However, to my mind, the trouble with our industry — and practically all others—goes far beyond sales direction. Except for perhaps three companies it goes to the controlling directors who have demanded of presidents and other executives results incompatible with healthy growth, and, of course, the burden was passed on to the sales department. Trucks have been oversold, not undersold. Credit has been over-extended, advertising under-appropriated, and all semblance of economic balance, in the main, ignored.

The rebuilding processes must be slow and orderly, with personnel the keystone of the arch. Character must be the dominant factor; a sincere desire to serve must be the main objective; a square deal for producers, purveyor and purchaser must be incorporated in every transaction.

Our industry should lead, not retard, the fight for corrective legislation. The railroad is our ultimate customer—not competitor. Trucks are a unit in the transportation of America, and railroads must be the basis of transportation.

Salesmen's compensation must be on a basis that will encourage sound business—most of it today is encouraging to *bad* business.

We have destroyed the confidence of the public in our business. We can regain it, but only by sound methods. It's a great opportunity for "Hands that work; Brains that think; and Hearts that love."—C. E. P. (N. Y.).

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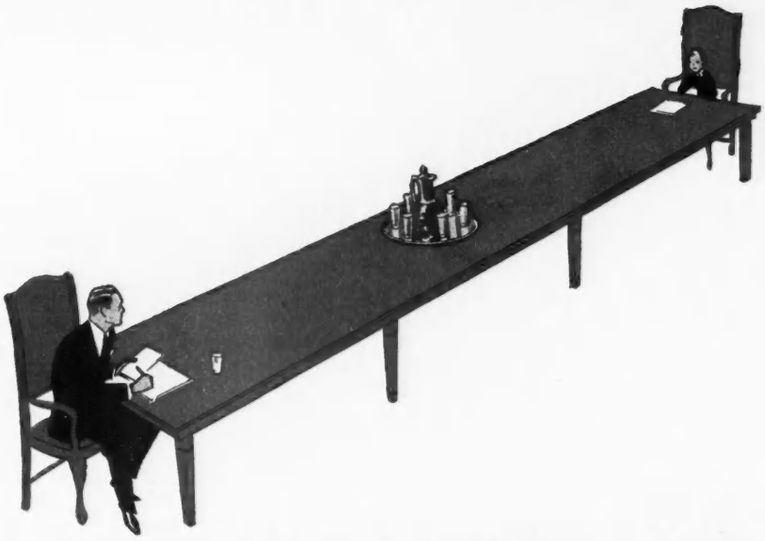
## Studebaker-White Merger

CONTINUED FROM PAGE 43

members to the Studebaker executive committee. A. R. Erskine, president of Studebaker, has been elected chairman of White Motor. Mr. Kelly is in charge of finance for Studebaker, White and Pierce-Arrow companies and will continue as president of White Securities Corp. T. R. Dahl continues as White vice-president and has been appointed assistant to the president of the Studebaker Corp.

James M. Cleary, president of the S.P.A. Truck Corp., has been elected president of the White Co. In his new position Mr. Cleary heads White sales activities through a world-wide organization of factory branches and dealers. A. G. Bean is president of the White Motor Co., the manufacturing unit of the business. The election of Mr. Cleary is the first step since the merger toward a branch and dealer marketing organization that will sell White, Studebaker, Pierce-Arrow and Indiana trucks. Local conditions will govern character of representation—in some localities White outlets will handle all four lines; in others, White branches and dealers will continue to market White and Indiana trucks, while Studebaker and Pierce-Arrow trucks will be handled by other dealers.

# IN A CONFERENCE WITH YOUR 6-YEAR OLD SON . .



It might have been tough, at one time, to decide what tire would give your tire dollars the best break. But no more. The invention of the Seiberling Air Cooled Tire has simplified the whole thing to a matter of first-grade arithmetic. It simmers down to this: *The Seiberling Air Cooled Tire offers 51% more rubber for just 18% more money.*

Yes, sir, 51% more rubber than any other tire made. And with that extra 51%, the record-breaking mileage, freedom from trouble, easier riding, greater safety, and lower mile cost.

Other manufacturers can not build a tire like this because the patented Air Cooling principle that makes it possible is owned exclusively by Seiberling. Holes run crosswise through the tread. As the tire revolves, these holes open and shut and cool air is forced through and heat—the internally generated heat that makes it necessary for other manufacturers to keep tread thicknesses down—is carried off. Patented Air Cooling makes possible this far thicker tread.

But—there is more to this remarkable tire than extra thickness of tread. More than record-breaking mileage and freedom from trouble. More than easier riding and far lower cost per mile. For those holes also make this the only tire in the world THAT NEVER WEARS SMOOTH.

After the first deep tread has worn off, these holes form a *second* tread that grips and protects against skids, right down to the last mile. This tire not only outwears all other tires, but gives from two to four times more anti-skid mileage.

Learn more about this remarkable tire. Get proof of its vast superiority. Call your local Seiberling dealer or write the Seiberling Rubber Company, Akron, Ohio.

## AIR-COOLED TIRES